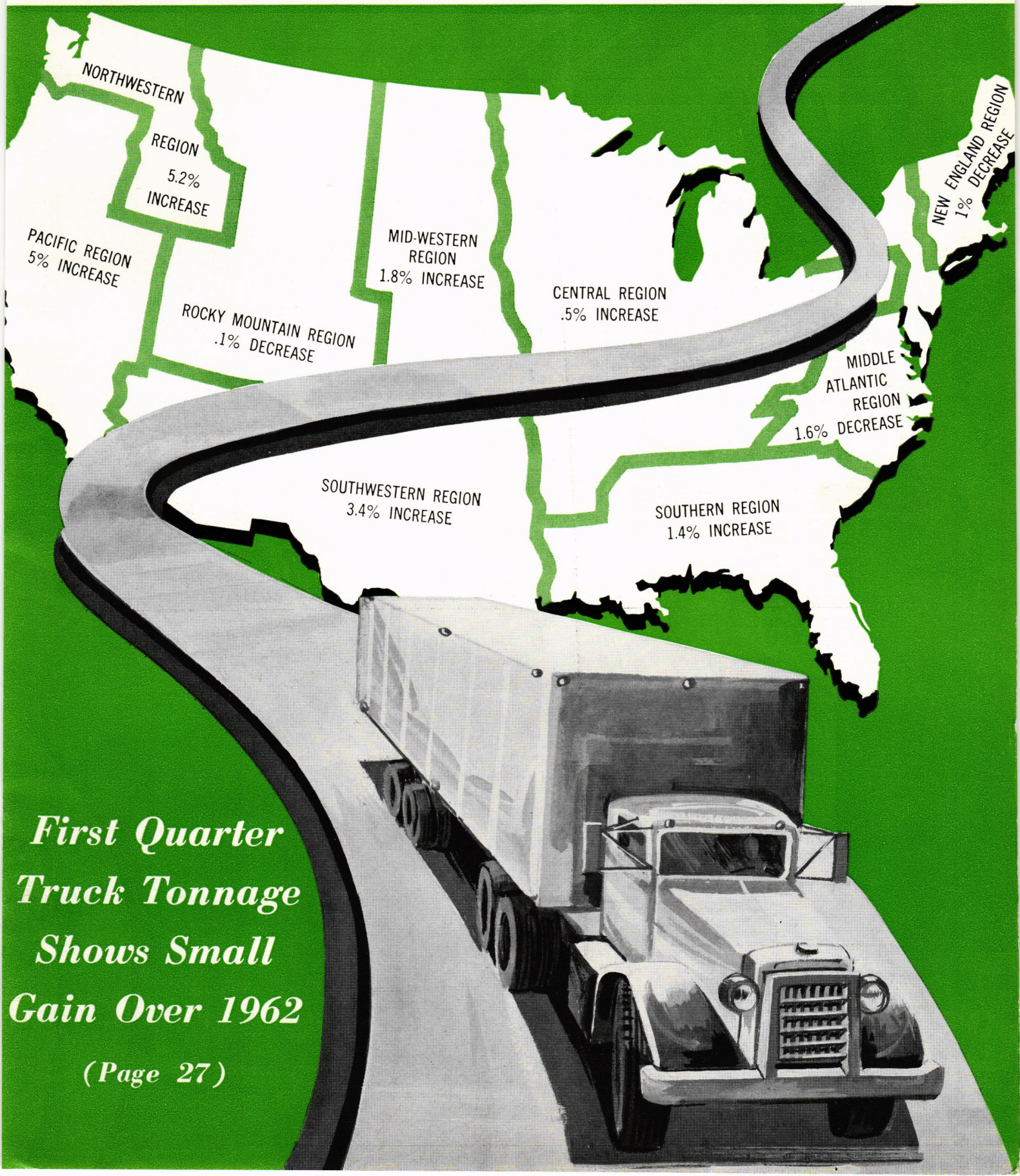
JUNE, 1963

THE INTERNATIONAL Teamster

DEDICATED TO SERVICE



First Quarter Truck Tonnage Shows Small Gain Over 1962

(Page 27)



THE TEAMSTERS SALUTE

TOLEDO

TOLEDO, Ohio, 39th-ranking U.S. city in population, is a trading center for 14 counties in northwestern Ohio and adjoining Michigan with a combined population of well over a million. Located on Lake Erie at the mouth of the deep Maumee River, the county seat of Lucas County, Toledo's port is ninth-largest in the U.S. and the world's first-ranking shipper of soft coal.

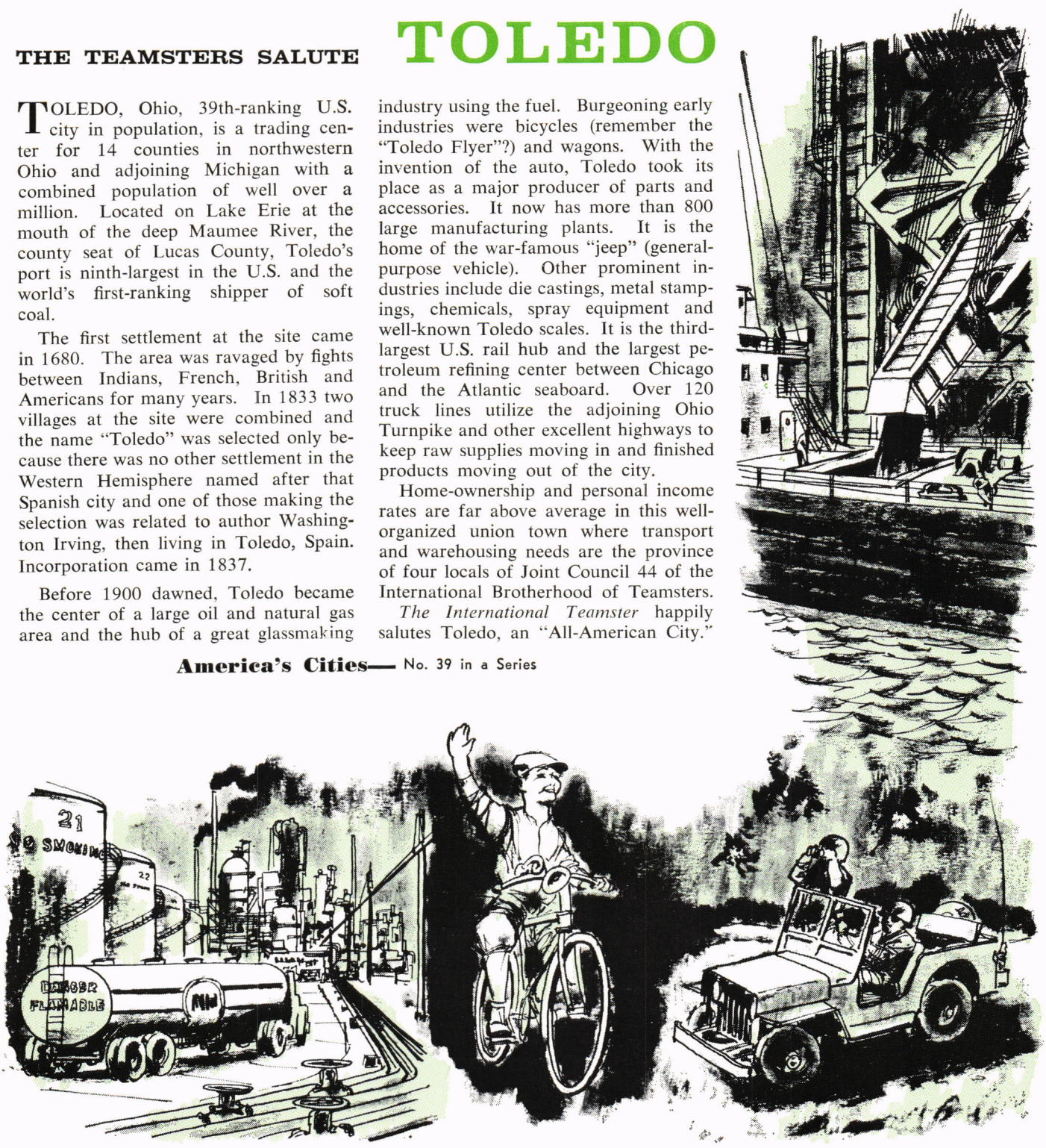
The first settlement at the site came in 1680. The area was ravaged by fights between Indians, French, British and Americans for many years. In 1833 two villages at the site were combined and the name "Toledo" was selected only because there was no other settlement in the Western Hemisphere named after that Spanish city and one of those making the selection was related to author Washington Irving, then living in Toledo, Spain. Incorporation came in 1837.

Before 1900 dawned, Toledo became the center of a large oil and natural gas area and the hub of a great glassmaking industry using the fuel. Burgeoning early industries were bicycles (remember the "Toledo Flyer"?) and wagons. With the invention of the auto, Toledo took its place as a major producer of parts and accessories. It now has more than 800 large manufacturing plants. It is the home of the war-famous "jeep" (general-purpose vehicle). Other prominent industries include die castings, metal stampings, chemicals, spray equipment and well-known Toledo scales. It is the third-largest U.S. rail hub and the largest petroleum refining center between Chicago and the Atlantic seaboard. Over 120 truck lines utilize the adjoining Ohio Turnpike and other excellent highways to keep raw supplies moving in and finished products moving out of the city.

Home-ownership and personal income rates are far above average in this well-organized union town where transport and warehousing needs are the province of four locals of Joint Council 44 of the International Brotherhood of Teamsters.

The International Teamster happily salutes Toledo, an "All-American City."

America's Cities— No. 39 in a Series



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DEDICATED TO SERVICE

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Volume 60, No. 6 June, 1963

Contract with Independents Ratified in Philly 4
Overwhelming approval given four-state pact

Rank-and-File Ratifies New Contract with Wards 6
Second national agreement for 35 locals

Labor Must Unite to Face Enemies 12
Joe Curran calls for end to petty fights

Georgia Press Blasts 'Right-to-Work' 14
Says citizens fed up with poverty

N. J. Mother is Teamster Business Agent 28
Versatility key to her amazing success

On Page 18, a SPECIAL REPORT

DRIVE Ladies Put McClellan On Record

The International Teamster has an average monthly circulation of 1,550,000 and an estimated readership of over 4 million (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

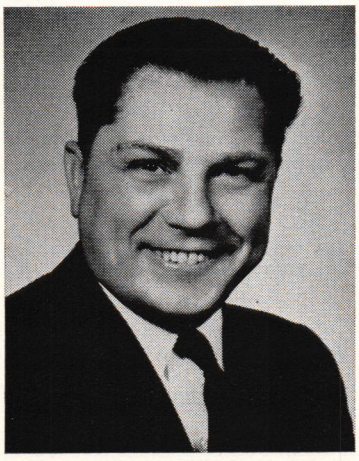
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Message from the President

But One Moral Choice



It has been a long time since anyone in this country has fought to obtain rights with the same vigor and spirit the American Negro now utilizes in seeking what is rightfully his.

Not since the 1930's when labor battled with company goons on the streets of Detroit for decent wages and dignity on the job has this country witnessed revolution such as the one which is sweeping the South and threatens to erupt in the North.

I can understand why an Attorney General with Bobbie Kennedy's mentality and background would fail to understand the civil rights fight of the Negro, as a leading Negro author has charged. But I can't for a moment comprehend the working man who has anything but understanding and encouragement for the American Negro. Especially should we expect guidance and encouragement from our older members who once had to fight for rights we now take for granted.

Any labor leader worth his salt should recognize that the Negro today is being frustrated by the same methods which were used to fight unionization in the 1930's. We've all run up against anti-picketing ordinances, against the court injunction which forbade peaceful assembly, against police whose mental makeup was symbolized by the riot stick he carried in his clenched and irrational fist.

These are not much different from the frustrations incurred by Negroes in the South, with the possible exception that tyrants have found that a K-9 corps can do the work formerly performed by Pinkerton detectives.

But how much more refined we are in the North with our subtle ways than is the plantation type of discrimination.

All we need do is ask ourselves who makes up the majority in the vast pools of unemployed, say in Detroit, and we shamefully must admit that it is the American Negro. Who is hardest hit by the curse of automation when the employer looks upon new technology simply as a labor cost-cutting device—the American Negro and other minority groups.

Look around and see who is employed at the dirty service jobs which pay the least. Look around and see who holds the good paying jobs in the country, and who has no opportunity at these jobs because of color. Look at the nation's slums and see who lives in the cities' rat infested flats—and check the color of the landlord's skin who pockets the exorbitant rent.

Then stop and examine some first-hand knowledge you all have if you belong to the working class of people in this nation. Regardless of the color of our skin, we all get that hungry feeling in the same place when there isn't enough food to go around. We all hurt in the same place when we know that as head of a household we cannot provide for our families. One who has experienced that can understand how bitterness takes the place of hope if such deprivation is because of one's color. It's not much different than the bitterness in the 30's of one who found himself blacklisted because he carried a union card in his pocket and could find no job to support his family.

Vice President Lyndon Johnson has said: "Until justice is blind to color, until education is unaware of race, until opportunity is unconcerned with the color of men's skins, emancipation will be a proclamation but not a fact."

The *New York Times* has editorially taken the Attorney General to task for laughing at the proposal that his brother, The President, accompany Negro students to the campus (University of Alabama) and see that they are enrolled.

Peace Corps Director Sargent Shriver has said that "If we as citizens, and as a Nation, can commit ourselves to the solution of this problem, then it can be solved. If we don't, government can never solve it."

We in the Teamsters can pride ourselves in one fact —there are no Jim Crow local unions in this organization. To claim that an International Union of 1½ million members is entirely free from discrimination would be the height of naivete, indeed, but in the make-up of our local unions, man is judged on his trade union philosophy and his dedication to the struggle —not by color.

Yet, this is not nearly enough. I want to take this opportunity to urge all Teamster members—in this time when Negroes have become angry Americans—to let brotherhood be their guide.

As the world's largest union, we have but one moral choice—to guard that bigotry and prejudice do not hinder us in our fight against economic and social problems which plague all human beings—regardless of race, color or creed.

James R. Hoffa



FROM the FIELD

Local 682 Moves To New Quarters

Teamsters Local 682 recenty dedicated its new building in St. Louis complete with a meeting hall large enough to hold 550 persons along with a smaller hall holding 135 persons.

Located on a 3-acre lot, the building has 5,000 square feet and is completely air-conditioned. Among its advantages is a stereo-sound public address system.

Gene Walla, Local 682 president, said Teamster Local 366 also has offices in the new building and will hold its meetings there.

Veteran Officer Retires Post

Fred V. Irvin, secretary-treasurer of Teamster Local 588 in Oakland, Calif., retired recently after serving in the post more than a quarter of a century.

He was one of the first to use the Teamsters Shop Card as an organizing arm not only in the automotive trades but also in delivery and sales.

Accord Reached With Bus Line

Teamster Local 874 and the Rochester Bus Lines, Inc., in Rochester, Minnesota, have reached agreement on all points of a new three-year contract. The local represents 23 drivers and shopmen of the city bus lines.

Matthew Ginter, Local 874 business agent, stated members unanimously approved the agreement which provides for increases in wages and fringe benefits.

Cecil Allen Sets Retirement

Cecil Allen, who held the original card number one in Teamster Local 439, has announced his retirement. Allen was driving a milk wagon when he received his union card in September, 1933. Nearly all who joined with him were either fired or withdrew under company pressure, but Allen was determined not to let the local die. He promptly began to organize in other shops and craft areas.

Allen served as the local union's secretary-treasurer from the date of the charter until 1953, when he began serving as business agent.

Allen and his wife plan to do some long-deferred traveling and visiting.

100 Per Cent Teamster Vote

The NLRB vote among the employees of Kothe, Wells and Bauer, wholesale grocery firm, has resulted in a unanimous vote of drivers and warehousemen for Teamster Local 543 to represent them as their bargaining agent.

Teamster On State Board

Larry M. Smith, secretary-treasurer of Teamster Local 683, San Diego, has been appointed a member of the California State Recreation Commission by Governor Brown.

Brother Smith, who continues with the Teamster local union, fills a vacancy created on the commission, which has jurisdiction of state parks and recreational activities, by the resignation of Rafer Johnson, the one-time Olympic games star.

Workers Elect Local 164

Garage and service employees of Superior Sales and Service in Jackson, Michigan, have voted unanimously in a National Labor Relations Board election to be represented by Teamster Local 164.

Local union officials expect a new agreement to be signed shortly. Unfair labor practice charges had been filed by Local 164, but these were withdrawn when the NLRB election was scheduled. A picket line had been established and was maintained until shortly before the election.

Local 10 Certified

The National Labor Relations Board has certified Petroleum Workers Local 10 of the Teamsters as bargaining agent for 400 drivers and warehousemen of Standard Oil Co. of Ohio. The NLRB refused to set the election aside after complaints by two other unions which appeared on the ballot.

The local union was formerly the Independent Petroleum Workers, but received a Teamster charter last year.

New Quarters For Local 439

Teamster Local 439 in Stockton, California, has announced completion of plans for a new office building which will be located on a county lot in the geographical middle of the five counties in which the local union has jurisdiction.

Local President George Cloud announced that building was begun May 1, and should take four to six months to complete. The new headquarters will contain seven-thousand square feet.

THE INTERNATIONAL Teamster
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STATE OF THE UNION

Philadelphia Agreement

Contract Provides for 57 Cents In Wages and Fringes

Following on the heels of the overwhelming rejection by Teamsters last month of AFL-CIO raiding tactics in Philadelphia and surrounding areas, members of six Teamster locals have ratified a new freight contract calling for 57 cents in wages and fringes.

The new agreement has been signed with 500 independent truckers in a four-state area and leaves only negotiations with 300 truckers represented by MTLR (Motor Transport Labor Relations) employers' association before the area-wide pattern in Teamster freight agreements is established nation-wide.

With only 32 negative votes against the new agreement, the approximately 7,000 Teamsters jammed into Philadelphia Arena voted 38 to 1 to authorize a strike against the MTLR employer group if necessary to obtain a contract identical to the one signed with the independent truckers.

Teamster President James R. Hoffa who presided at the mass meeting made it clear that the strike vote only authorized a work stoppage in the event negotiations with the MTLR group bogged down. The old agreement with MTLR was extended 30 days until June 5th following NLRB certification following the Teamster victory in the representation election a month ago.

Involved in the new agreement are Locals 107, 312, 331, 470, 676, and 384, located in Eastern Pennsylvania, Southern New Jersey, Delaware and Northern Maryland.

The new, three-year, area-wide contract calls for wage increases up to

Teamster President James R. Hoffa explains new agreement to overflow crowd in Philadelphia Arena. New contract with 500 independent truckers provides 57 cents in wages and fringe increases. Rank-and-file Teamsters ratified the contract by a nearly unanimous vote.



43 cents for the vast majority of workers. It also includes approximately 14 cents in fringe benefits and equalizes wages between Philadelphia and the Delaware Valley and those in the New York-New Jersey agreement.

This equalization was one of Hoffa's main promises during the campaign against the AFL-CIO raiders and prompted one AFL-CIO meddler to comment that "Hoffa is promising the moon."

Actually, in some instances the agreement puts Teamsters in the four-state area above New York and New Jersey Teamsters.

Exceptions to the 43-cent hike are 12 cents for the highest classification of road drivers and 23 cents for helpers and platform men.

Although the terms of the contract are for three-years, wage increases all come during the first year of the agreement.

The first 20 cents is retroactive to January 1, 1963. The next 10 cents comes on July 1, 1963, and the final 13 cents is due January 1, 1964.

All classifications of Teamsters except helpers and platform men will be earning $3.13 an hour by January 1, 1964. Platform men will get $2.81 an hour, and platform helpers will get $2.71.

Said Hoffa as he began to read the lengthy agreement to the members:

"I have promised you that we would not recommend a new contract to you that did not equal the wages, hours and conditions contained in the New York-New Jersey area-wide agreement.

"I have kept my promise. Because the wages of every classification of Teamster member in this new independent contract either equal or are above wages of the New York-New Jersey agreement."

Hoffa, chief architect of the new agreement, read the contract word-for-word in the marathon five and one-half hour session. At the conclusion of the reading he answered questions on the 121-page contract from approximately 75 members.

Improvements in the agreement were also written in areas of health and welfare, pensions ($200 per month with 20 years service at age 57); 3 days leave with pay on the death of immediate family member; a cost of living clause; vacations of four weeks after 18 years, 3 after 10, 2 after 5 and one after one; improvements in holiday pay, seniority, moving expenses; establishment of a joint area grievance committee; check off; employer payment of bonding expense; a new owner operator clause; and piggyback job loss protection.

Investment in Youth



First two winners of the Lou Lanni Scholarship Fund, named in honor of Secretary-Treasurer and Business Manager Lou Lanni of Local 830, have been selected by a panel of educators from Drexel, Pennsylvania and Temple Universities. They are Donald Healy, Jr., Newfield, N.J., and Adele Sax, of Philadelphia. Both are children of 830 rank-and-filers. The fund was started last year at a testimonial dinner held for Lanni and is open only to children of rank-and-file members of the union. The two winners are shown here with Lanni.

No Strike Pledge To N.Y. Fair

Teamster Joint Council 16 President John J. O'Rourke has announced a "no strike" pledge which has been made to officials of the New York World's Fair 1964-1965 Corporation.

In making the pledge to Fair President Robert Moses, O'Rourke stated that it covers "all exhibitors, particularly other nations, and provides procedures for the peaceful settlement of disputes."

Joint Council 16 represents 55 Teamster local unions in New York City and their 167,000 members.

Economic Benefits

O'Rourke explained the action not only recognizes the importance of the economic benefits of the Fair to the city and to those who work and live here, but also was taken because "we want the millions of foreign visitors and those from the other states to know our great city, the reason why it is the capital of the world, and how we, its citizens of every race, color, creed and national origin, live in peace and friendship."

Said O'Rourke:

"The service of trucks will be required for work at the Fair site from the time the first shovel of earth is turned to prepare the site until the close of the Fair when the exhibits will be dismantled, the last building demolished, and the site restored.

Teamster Drivers

"During the operating period of the Fair, trucks will be required to deliver supplies of many descriptions including food and beverages for the millions of visitors to the Fair. Our 'Teamster' members will man those trucks."

The pledge sets forth that: "There shall be no strikes, picketing, cessation of work or interference with the work required throughout its operation." It provides also for handling jurisdictional disputes and disputes covering wages, hours, or working conditions or involving application or interpretation of existing agreements, or disputes of any other nature whatsoever, which, if unresolved, would result in a curtailment or cessation of work or service to, at, or from the Fair.

New Nationwide Agreement With Montgomery Ward Given Approval

More than 18,000 Teamster members in 35 locals across the country, working in nine mail order houses, two warehouses and 43 retail stores have ratified a new national agreement with Montgomery Ward.

Announcing the ratification of the new agreement, Teamster President James R. Hoffa revealed that the new contract provides for pay increases of 27½ cents per hour over the life of the agreement. Employees will receive pay increases averaging 10 cents an hour effective immediately, 7½ cents more effective June 4, 1964, 5 cents additional on June 3, 1965, and again on June 2, 1966.

This is the second national agreement between Teamster members and Montgomery Ward, this one providing for a union shop.

Other provisions provide for pay increase to employees acting as instructors;

Changes in the compensation plan for sales personnel;

An improved vacation plan;

A profit sharing plan based on employee contributions of up to 3 per cent of earnings, with the company to contribute a percentage of the participant's contribution on a sliding scale, this based on after-tax earnings of the company. Company contributions will range from 25 per cent of the employees contribution when profits are $18 million or less to 50 per cent when earnings are at least $34 million.

Employees' pension contributions are reduced 50 per cent with no reduction in pension benefits.

Many improvements were made in health and welfare benefits, involving an increase from $500,000 to over $3 million a year in company contributions to the plan.

Additionally, the new contract provides for improvements in seniority, promotion and grievance procedures; reduction in credit charges on employee purchases; improved overtime provisions, liberalization of paid funeral leave; continued discussion on wage inequities.

The agreement covers employees in mail order houses in Albany, N. Y.; Baltimore, Md.; Chicago, Ill.; St. Paul, Minn.; Kansas City, Mo.; Fort Worth, Texas; Denver, Colo.; Oakland, Calif.; and Portland, Oregon.

Also covered are Teamsters in Ward warehouses in New York City and Detroit, Michigan, and union members in 43 retail stores throughout the U. S.



President James R. Hoffa, coordinator of the Teamster Montgomery Ward Council, discusses the recently ratified contract with the giant mail order firm with members of the Council in Chicago. Representatives of 18,000 Teamsters in local unions at nine mail order houses, two warehouses, and 43 retail stores recommended acceptance of the agreement which provides for pay increases, improved fringe benefits, profit sharing, and a union shop. Seated at Hoffa's right is Don Peters, chairman of the Teamster Montgomery Ward Council.

Local 102 Routs AFL-CIO Raid on Diehl Mfg. Unit

Attempted raids by AFL - CIO groups seeking to nibble away at Teamster Union membership are proving to be a costly and foolish pastime.

Within two weeks after the dramatic Teamster victory in Philadelphia, a push by the IUE, AFL-CIO to win representation of Diehl Manufacturing Co. workers away from Teamster Local 102 came to a sorry end.

Diehl workers sent the IUE packing with a 614 to 241 vote for continued Teamster representation, after a particularly vicious and mud-slinging campaign by the IUE.

In a congratulatory telegram to Local 102, General President Hoffa hailed the victory as, "another smashing victory over rival AFL-CIO's attempted raid on our membership" and called the election result, "full vindication of the confidence of our membership in our programs and policies."

The IUE exercise in futility was costly; frustrated by the "I couldn't be less interested" attitude of the Diehl employees, they spent a fortune in their efforts to lure and entice workers into attending their widely-advertised meetings. The treatment included give-away gifts at the plant gates; full-page ads in local newspaper; expensive door prizes at election meetings, including a sewing machine, portable TV, electric clocks, clock radios and other expensive gifts. Nothing helped!

At a final pre-election rally they trotted out their General President James B. Carey and billed him in full-page ads as 'an outstanding leader of American Labor'. Carey shared billing in the ads with free door prizes, but the combined result was a turnout of about 40 people in a hall that can seat well over 1,000.

By contrast, Teamster Local 102 calmly went about its business of

completing preparation for contract negotiations with the company, a wholly-owned subsidiary of the Singer Sewing Machine Co. Secretary Ben Merker, other officers and board members of the Local and an active committee of stewards and rank and filers of the Diehl shop pitched-in to provide answers to the smears and distortions presented in IUE literature.

Carey's popularity with AFL-CIO unions in the New Jersey area is apparently on a par with his popularity with Diehl employees; using his position with the AFL-CIO Industrial Union Department, he placed full page ads in Jersey newspapers urging the Diehl workers to quit the Teamsters. The ads contained the names of all AFL-CIO industrial unions in the area, and next day the fur flew when the ad appeared and the Unions found out for the first time they had been so used.

Many of them called Local 102 to confirm their friendship with the Teamsters Union and their low regard for James B. Carey.

The Teamster Local 102 victory was headlined in most central New Jersey newspapers and has added to the respect and prestige already won by the Local in recent years, during which its membership has grown 400 per cent.

A final postscript on the Diehl victory over the raiding IUE: On the day of the NLRB vote, May 9th, a huge sign was hung in one of the large shops of the Singer Machine Co., in Elizabethport, which is and has been an IUE plant for over 20 years, bearing the legend:

"TEAMSTERS SI—IUE NO!"

Correction

In the May issue of the *International Teamster* an erroneous quote was attributed to Albert Pena, director of the Political Association of Spanish Speaking Organizations in a story on Crystal City, Texas.

The quote "The *Mexicano* as a political force is still a laggard in Texas because he is afraid he will lose his job if he steps out politically and he does not believe he has a chance to win," was made instead by an outspoken critic of PASO.



Smiles tell the story in this victory picture a few minutes after the final tally in NLRB election at Diehl Mfg. Co., in which Teamster Local 102 beat back an attempted raid by the AFL-CIO International Union of Electrical Workers. Left to right, Edward Wood, Local 102 business agent at Diehl; Local Union Secretary Ben Merker; Joseph Giannico and James Dempsey.



Teamster shop card is still at Diehl Mfg. Co., thanks in no small measure to the work of the ladies. Left to right Omah Wick, Blanche Johnson, Helen Bublavek and Steward Lottie Martynowski. They were at the plant gates daily distributing leaflets. At their feet, the tally sheet which chronicles the Teamsters 3 to 1 victory over the AFL-CIO union.

National Agreement Signed with Chase Brass and Copper

A national agreement calling for wage increases of 26 cents, pension improvements, health and welfare improvements and other benefit increases has been signed by the International Brotherhood of Teamsters with Chase Brass and Copper Company.

The new contract covers Teamster members employed by Chase in Local 117, Seattle; 221, Minneapolis; 270, New Orleans; 337, Detroit; 504, Boston; 541, Kansas City; 570, Baltimore; 677, Waterbury, Conn.; 688, St. Louis; 714, Chicago; and 810, New York.

In addition to the 26-cent across the board increases, the contract provides for additional increases in cities where the company rate was below prevailing rates in those cities.

Under the grievance machinery, disputes deadlocked at the local level will be submitted to a Joint National Committee, with the union reserving the right to strike on disputes deadlocked at the national level which deal with seniority and discharge.

Company officials agreed to switch from a company to a Teamster pension plan which will give employees considerably larger pension benefits. All employees will be under the Central States Pension Plan, except those in Seattle who will be covered under the Western Conference negotiated pension plan.

Wages increases were distributed with 10 cents effective May 1, 1963; and eight cents May 1, 1964, and eight cents on May 1, 1965.

The money package in the three cities where wages were below the established rate amounted to a total of 36 cents over the life of the contract.

Sea-Land Driver of Year



William Untch, a member of Teamster Local 390 in Miami, Fla., recently was named Driver of the Year for Sea-Land Service. Taking part in the award ceremony were (left to right): Walter Biedzynski, Miami terminal manager; F. E. Caciopoli, safety director; Untch, and James D. Weaver, Local 390 business agent.

Jack Jorgensen Honored in Minneapolis

Jack J. Jorgensen, president of Teamster Joint Council 32, was the guest of honor at a testimonial dinner for him and his wife, Florence, last month in Minneapolis, as Minnesota unions staged the fund raising affair for Labor Israel Histadrut.



Jack Jorgensen

Jorgensen was honored for his "dedication and work for the community and to Labor Israel."

Funds from the dinner attended by over 600 go to complete and furnish the Minnesota Trade Youth Center at Yahud, Israel, a suburb six miles from Tel Aviv.

The testimonial affair praised Jorgensen for leadership in the Community Chest, Minneapolis Aquatennial, Boy Scouts, Minneapolis Art Institute, and hospital fund drives. The joint council president is a former member of the Minneapolis City Council.

Principal speaker was Teamster Executive Vice President Harold J. Gibbons. Calling on labor to rededicate itself to the "humanism that gave us birth," Gibbons stated that labor runs the danger of becoming just another institution in our society.

"The day we start looking like General Motors or General Electric, we will have lost our meaning," Gibbons declared.

Jorgensen, who has been president of Joint Council 32 since 1943, was matched in civic participation by his wife, Florence, who has been active in La-Seratoma Club, March of Dimes, the Red Cross, her church, and who is an officer of the ladies auxiliary of the Teamsters Political Education Committee of Minneapolis.

William Franklin, WCT Comptroller, Dies in Seattle

William E. Franklin, recently retired comptroller of the Western Conference of Teamsters, died May 7, in Swedish Hospital in Seattle, one month short of his 63rd birthday.

Franklin, a Teamster for 43 years, had been in declining health.

For the greater portion of his career, Brother Franklin had been associated with dairy unions, serving as director of the Western States Dairy Council from 1944 until mid-1957 when he was elected Secretary-Treasurer of the Western Conference.

He first became a Teamster in 1920, joining Local 70 in Oakland, California, and in 1924, transferred to Dairy Local 302 in that city. He became Local 302's vice president in 1928, and then its business agent in 1934. In 1938, he was elected secretary-treasurer of the local union.

He held this administrative post until 1944 when he was appointed director of the Conference's warehouse division. Later he was made director of the Dairy Council.

Surviving are his widow, Mae, a son, and two married daughters.

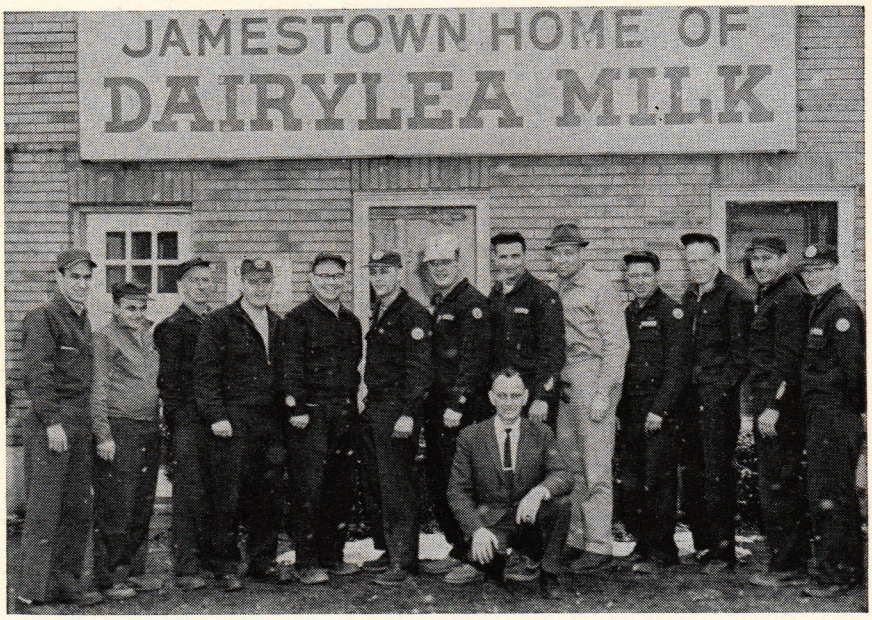
Local 575 Chosen by Printing Ink

Robert Noble, president of Teamster Local 575 has announced that 575 overwhemingly has been designated bargaining agent for approximately 150 employes of the Printing Ink Division of the Interchemical Corporation in Elizabeth, N. J.

These workers, represented for more than 15 years by Pressman's Local 635, cast 96 votes for the Teamsters, 35 to remain with the Pressman, one vote for the United Mine Workers District 50, and there were no votes for no union.

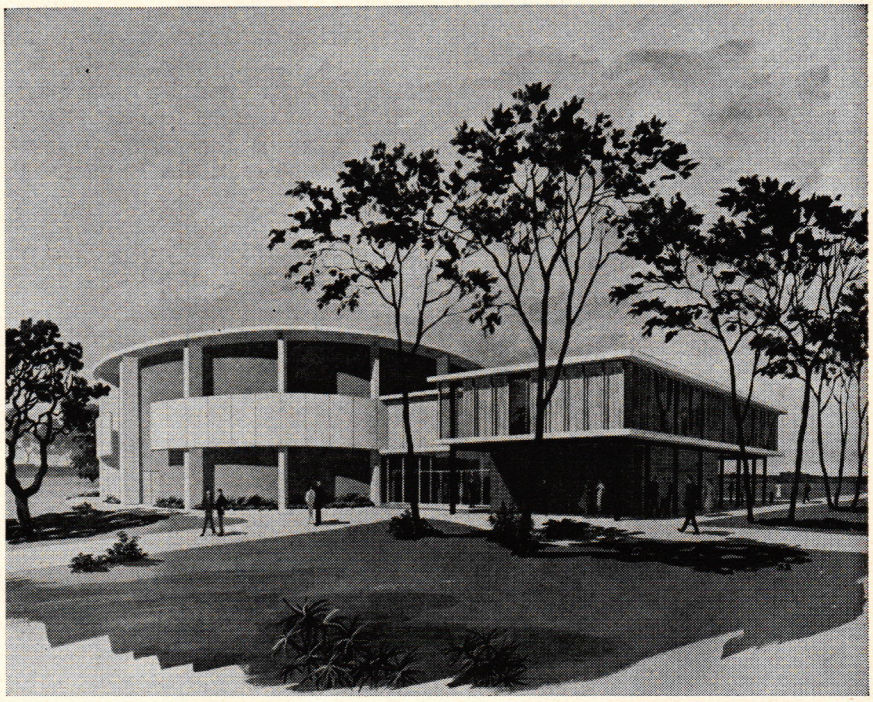
Noble reports that his local union is actively organizing other Interchemical Corp. plants, and is currently being sought as bargaining agent by the workers at the company's McWhorter plant, where workers have become disenchanted with representation by District 50. Noble reports nearly all workers there have signed Teamster proof of interest cards.

Dairy Drivers Win Safety Award



Forty-nine consecutive months of accident-free driving in hilly Jamestown, N. Y., where there is a great deal of snow in the winter—that's the tremendous record of safe driving by these members of Teamster Local 649 employed by Dairylea Milk. The record won a fleet safety award from the National Safety Council Milk Industry Foundation. Shown (left to right) are: James Tumminia, Joe Portale, Harold Cooper, David Carlson, Lester Johnson, Roy Williams, Herbert Sample, Harold Dowd, Marion Root, Robert Towne, William Scott, Steve Dankovich, and Don Nagle. Kneeling in front is Ernest Michaels, route supervisor.

New Headquarters



Local 945, West Patterson, N. J., has released the above architects' drawing of proposed new headquarters for the local union and its welfare clinic. The building will also contain an auditorium which will seat three thousand. The building will be constructed on seven and one-half acres with parking facilities for one thousand cars.

Moving Toward Dictatorship

(The following editorial is reprinted from the Manchester Union Leader, Manchester, New Hampshire)

Last Friday, in this same spot, we told the story of how President Kennedy fired Adm. Anderson and downgraded Gen. LeMay for daring to express their honest opinions against the TFX plane. Today we would like to discuss with you the continuing attempt by the Kennedy Administration to smash their main opponent in the labor movement. It is well known that for a dictatorship to be established, any opposition in the Armed Forces must be crushed and any strong concentrations of power, such as that exemplified by the largest labor union in the world, the Teamsters, must be destroyed.

The latest attack by Atty. Gen. Robert Kennedy on James Riddle Hoffa, head of the Teamsters' Union, makes you think of the kid who lost the ball game and then accused the other side of cheating. Last December, in Nashville, Tenn., almost on Christmas Eve, Bobby Kennedy lost another of his many attempts to "hang" something on Hoffa. The jury couldn't agree. Now the government has just indicted Hoffa on the grounds that he and some of his associates conspired to fix the jury.

In a recent Family Weekly, distributed in our New Hampshire Sunday News and many other newspapers throughout the United States, Quentin Reynolds describes the battle between Hoffa and Kennedy as the battle of the century. The feud started when Hoffa was before the Senate committee of which young Bobby Kennedy was legal counsel. Attorney General Kennedy took a dislike to Mr. Hoffa, and apparently the feeling is mutual. On one occasion, Bobby Kennedy said if he didn't convict Hoffa he would jump off the Capitol dome. After he lost that case, either Hoffa or one of his lawyers called him up and said, "Why don't you jump, Bobby "

What makes the present situation so serious and shocking is that when an attorney general of the United States carries on what appears to this newspaper—and, we believe, to most of the nation—a purely personal vendetta against a man he doesn't like and uses all the power of the U. S. government and the Federal Bureau of Investigation against him, this is serious business. This is the way freedom is destroyed.

While it is true that Mr. Hoffa is the head of the single largest union in the world—the Teamsters, with more than 1,700,000 members—in this struggle he is faced by a man whose brother is President of the United States and who has all the taxpayers' money at his disposal. Hoffa and the Teamsters have to pay for their lawyers. Kennedy doesn't have to pay for his. You and we and other taxpayers pay for them.

The government has now indicted Hoffa numerous times. Each time Hoffa has either been acquitted or, as in the last case, the jury was divided and a mistrial declared. Under any just and fair system of government it would seem that this persecution of Hoffa should cease, since the only "crime" that Hoffa seems to be guilty of is that he will not knuckle under to the Kennedys and give them slavish obedience, that other labor unions in the United States do. The Teamsters and the head of the Teamsters, James Riddle Hoffa, are as independent and proud as the Kennedys, but since when has that been a crime in this country?

As Quentin Reynolds' article on Hoffa a week ago Sunday indicated, this is an exceptional man. Fighting his way up from poverty in Detroit, he has much more drive and ability than any of the other present labor leaders of the United States. As Reynolds pointed out, Hoffa is a clean-living man. Hoffa doesn't drink, doesn't smoke and, as Reynolds described him, is a "one-woman" man, being devoted to his wife, Jo, and his two children, who are a credit to him.

The importance to the rest of us of the predicament in which Mr. Hoffa finds himself is that if the Kennedys can keep picking on and persecuting a man just because he opposes them, then the next person they can attack is any of the rest of us who happens to stand in their way. As this newspaper pointed out before their election, the Kennedys, in our estimation, are dictator-minded. Fundamentally, they are spoiled, wealthy sons of an indulgent father, who bought them the White House and the attorney generalship and their present power. Like all spoiled kids, they cannot stand opposition.

Just remember that if they succeed in persecuting Hoffa and in kicking the Teamsters around, they can do the same thing to you if you stand in their way. You may think you can stay out of their way, but dictators have a way of growing more and more arrogant and more and more vicious. Once they have knocked down their main opponents they start on everyone in sight, the color of whose hair and necktie they don't like.

The fight of James Hoffa against the Kennedys is becoming the fight of all Americans who want to stay free men and women.

Joint Council 13 Gets $100,000 For Charity

Teamsters Joint Council 13's annual charity show in St. Louis last month has raised over $100,000 for charity, having attracted more than 1,000 persons who paid $100 per person.

As a result of this now nationally known labor-sponsored charity event, the proceeds will be pro-rated among 10 outstanding charities.

They are:

Boy's Club of St. Louis, Boys' Town of Italy, Child Center of our Lady of Grace, Damon Runyon Memorial Fund, Father Dismas Clark Foundation, Israel Histadrut (Children's Home), St. Louis Association for Retarded Children, St. Louis Society for Crippled Children, Variety Club of St. Louis (Day Care Nurseries), ALSAC and other charities.

Prestige Drive

The charity event is the brainchild of Harold J. Gibbons, executive vice president of the International Brotherhood of Teamsters, and secretary-treasurer of Teamster Local 688, St. Louis.

Over the years, the event has grown in prestige and has become one of the city's stellar attractions and high level fund raising drives.

Veteran Showmen

In addition to the $100 per plate dinner, the evening's show included a performance by the veteran showman, Jimmy Durante and his Las Vegas nightclub act, featuring his old side-kick Eddie Jackson, Sonny King, and Jack Roth.

National Figures

Other national figures who were introduced or performed were George Jessel, George Raft, Dorothy Dandridge, Frances Nuyen, Bobby Rydell, Olympic Champion Swimmer Eleanor Holm, Tony Lee Scott, the Kirby Stone Four, Elsa and Waldo, Phyllis Inez, Paul Gray, the Barry Ashton Flappers. The show was produced by Sammy Walsh.

There were two boxing matches. The eight-round preliminary was between William Clemens and Jimmy Christopher; and the 10-round main event between Sixto Rodriguez and Allen Thomas.

Startles Scientists

Teamster's Son Measures Heartbeat of a Flea

Training fleas for a circus is no mean trick, but measuring the heartbeat of a Daphnia (a water flea)—a feat difficult enough to tax the ingenuity of top scientists —has been done by a 14-year-old student at Stuyvesant High School in New York City, and he is the son of a Teamster.

Thomas DeFanti, son of Madeline DeFanti, a Teamster Terminal Employees Local 832 member, exhibited his scientific genius at the American Institute's 24th Science Fair.

Using a special film, an oscilloscope, a special heartbeat amplifier, earphones, an electrical shield to eliminate noise from external sources, a tape recorder, and a microscope, Thomas found that the heartbeat of those little dots that swim in water range from 180 to 240 times a minute.

Since the electrical potential of the muscle contractions of the one-chambered heart did not exceed a few thousandths of a volt, Tom and a friend built a special heartbeat amplifier which amplified the signal 16,000 times.

Scientists already interested in his work claim that many experiments can stem from this project, especially the effect of hormones on the heartbeat. Tom says that he plans to continue far beyond his present experiments in this project.

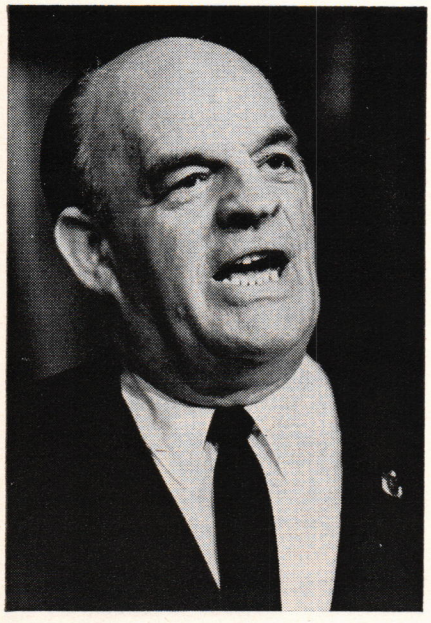
Mrs. DeFanti is a senior stenographer in the main office of the NYC Department of Sanitation. Tom's father, Charles, is also a city employee, assigned to the department's Elmhurst shop in Queens, and has been a union member all his working life.

Tom DeFanti explains how he measures the heartbeat of a Daphnia (water flea) to New York Sanitation Commissioner Frank J. Lucia. Watching are Tom's mother, Madeline DeFanti; his father, Charles DeFanti, and Teamster Terminal Employees Local 832 President Herbert S. Rauch. Tom's mother is a member of Local 832.



Labor Must Unite to Face Its Enemies

Editor's Note: The following editorial was written by Joseph Curran, President of the National Maritime Workers, and first appeared in that International Union's journal, THE PILOT. *Because its message is so timely and so significant, it is reprinted here as a guest editorial.*



Joseph Curran, President National Maritime Union

It seems that the labor movement finds it extremely difficult to avoid playing the game of its enemies. Some of the leadership in the labor movement over many years have, consciously or unconsciously, assisted efforts to split organized labor, efforts which originate with the most vicious enemies of the labor movement.

It almost seems as if some union leaders have succumbed to the attacks and propaganda emanating from such anti-labor setups as the McClellan Committee, the National Association of Manufacturers, the Chamber of Commerce and the Birch Society.

It can be recalled how a few years ago some leaders lent their assistance in an effort to destroy the International Longshoremen's Association, allowing themselves to be used to split the union, even though they knew full well that the attacks being made against the leadership at that time and accusations of the union being racket-dominated, were part of an overall attack aimed at getting anti-labor legislation which would hit all unions.

The elections took place on the docks and in spite of the barrage of propaganda against the ILA, the rank-and-file stood fast and held on to their union. They knew full well that the solution of any problem within the union was not to be obtained by splitting the union.

One would think that unfortunate experience would have taught an important lesson to the labor movement. The longshoremen saved their union but they were saddled with vicious anti-labor legislation in the form of the Bi-state Waterfront Commission.

The ILA has been fighting the Waterfront Commission ever since, with united support of organized labor, but without success. If labor had been united when the original legislation was proposed, it probably could have been beaten. But instead, some elements in labor actually supported the legislation because they thought it might help the attack on ILA.

And now once again some of the leaders of the AFL-CIO have unfortunately joined in a campaign which also falls right in line with the current union-busting campaign in

our country. I am referring to efforts to split segments away from the Teamsters.

In Philadelphia, the AFL-CIO went into a situation in the Teamsters there and worked to get the rank-and-file to break away from their union. After being defeated in a close election several weeks ago, in which the majority of the rank-and-file reaffirmed their desire to maintain a strong Teamsters' union, another election was ordered.

The leadership of the AFL-CIO then got itself even deeper into this situation, spent thousands of dollars, organized large staffs, loosed tremendous amounts of propaganda in the name of AFL-CIO, seeking to do the very thing that McClellan in his anti-trust legislation is still unable to do—to fragmentize a powerful national union by breaking away a few locals.

Fortunately for the trade union movement, as in the case of the longshoremen a few years ago, the Teamsters' local membership in the Philadelphia area this week gave their answer to all those who attempt to split the labor movement. By a far larger margin than in the first election, almost two to one, they voted to maintain their strong national union.

Certainly there could be a great deal of criticism for those in the trade union movement who were a party to this and other efforts to fragmentize important unions at a time when the labor movement is already weakened and under vicious attack.

I for one can only hope that some valuable lessons have been learned in these situations.

One is that the rank-and-file is not misled by propaganda in the kept press, radio and TV. They are not misled by the McClellans, NAM and Chamber of Commerce. They will not recognize and support any leadership regardless of how respected they may be in the labor movement, who call upon them to weaken and destroy the only instrumentality they have to protect their security and the welfare of their families.

They know only too well the crocodile tears shed by elements outside the labor movement over the "domination" of the rank-and-file, by "unscrupulous union bosses." They know that most of the weeping is stirred by elements that have never done anything for the workers and do not care about the workers. On the contrary, these elements have done their best to prevent the workers from obtaining the rights and the gains which were won only because they formed strong unions.

The leadership of the AFL-CIO should certainly re-examine this entire situation with a view towards using their great influence to unite the labor movement. Our enemies are many, our friends are few. This is no time to support division in our ranks. Whatever shortcomings exist in the labor movement can be solved within the House of Labor, without resorting to the tactics of labor's enemies.

It would be far more useful if the labor movement took the financial and human resources now being wasted in such efforts to whittle away at the Teamsters Union and jurisdictional warfare and used it in a united struggle against the real enemies of the labor movement—the Right to Work group, the McClellan anti-trust anti-union advocates, the compulsory arbitration crowd, the NAM, Chamber of Commerce and Birchites.

This is our real struggle—to protect the interests of the workers we represent and not play into the hands of labor's enemies. The one hope of labor's enemies is to divide and conquer. Our answer must be solidarity, not tearing ourselves apart.

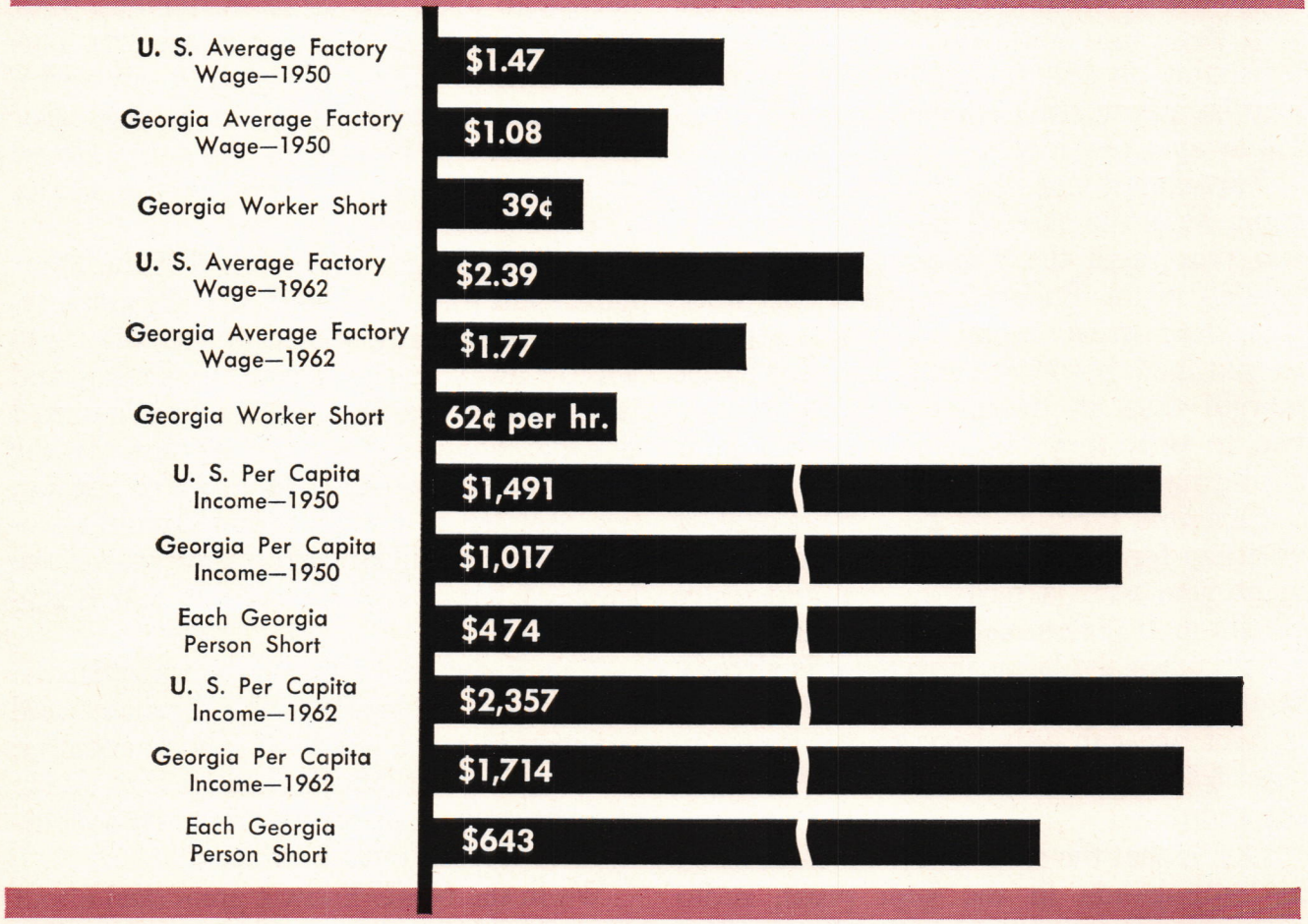
We in the NMU know a great deal about division in the labor movement, having come through many years of struggle to build and consolidate our Union, and we can certainly urge that individuals in the trade union movement must forget their personal feelings against others and work to unite the labor movement.

Never in the history of organized labor has unity been more necessary.



GEORGIA PRESS CALLS FOR "RIGHT-TO-WORK" REPEAL

WHAT "RIGHT-TO-WORK" HAS DONE FOR GEORGIA



In recent months, the clamor for repeal of state 'right-to-work' laws has been coming from sources other than organized labor at which the anti-union measures are directed.

In Kansas, the *Hutchinson, Kansas, News* said editorially that the state was "missing the boat" with new industry. "One of the promises," said the *News,* "of those who promoted the right-to-work law in Kansas was that it would lure new industries to the state. . . .

"It hasn't worked that way," the *News* declared, stating that "from the Chambers of Commerce to the unions themselves, everyone is crying that Kansas is missing the boat so far as the nation's industrial expansion is concerned."

Then the *Wichita, Kansas, Eagle,* followed by saying: "From the beginning, many Kansans have believed the right-to-work amendment drew much more attention than it deserved. Experience supports this, showing that its effect has been negligible in the state. It has not proved to be the 'open sesame' for industrial growth. . . . "

Next, came the *South Bend, Indi-*

a*na, Tribune,* declaring: "We think Indiana's six-year-old law banning union shops has failed to right any wrongs and, worse, has increased labor tensions in Indiana's industry. It should be repealed."

Now, out of the deep South—'right-to-work' stronghold — the Atlanta, Georgia *Constitution,* one of the South's oldest and most eminent newspapers has served notice on Georgia that the so-called 'right-to-work' law is crippling the state's economy and that repeal of the legislation is long overdue.

Georgia was one of the first of the Southern states to enact so-called 'right-to-work' legislation.

The article was featured in *The Constitution's* business section under an eight-column banner headline, "Is Right-to-Work A Crippler and Repeal Overdue?" The story declared:

"More and more Georgians (are) becoming fed up with poverty and unsympathetic with laws which threaten to prolong the state's economic subservience."

The Constitution said that "circumstantial evidence" against the 'right-to-work' law "is, at the very least, strong enough to warrant an immediate and exhaustive legislative re-examination of its economic impact" and added.

False Arguments

"Arguments that 'right-to-work' laws somehow stimulate economic growth, that such legislation is advantageous in competing for new industry, just don't hold water."

Citing official U. S. government statistics and a 10-year study of the impact of 'right-to-work' laws on the economy of states that have enacted these laws, conducted by Dr. Milton J. Nadworny, professor of commerce and economics at the University of Vermont, the newspaper stated that both hourly manufacturing wages and per capita personal income in the 'right-to-work' states "have been falling farther and farther behind the national averages.

"And just imagine how much worse Georgia would show up in comparison with U.S. averages excluding the 'right-to-work' states," *The Constitution* stated.

The Constitution said Georgia's economic experience under the 'right-to-work' law which prohibits the union shop and most other forms of union security, has been:

"Georgia's average hourly manufacturing wage of $1.08 in 1950 was 39 cents below the national average of $1.47. Last year Georgia factory workers averaged $1.77 an hour, which was 62 cents below the national average of $2.39.

"In 1950, Georgia's per capita income of $1,017 was $474 under the U. S. average of $1,491. But the state's 1962 per capita income of $1,714 trailed the U. S. average of $2,357 by a margin of $643, the widest gap in at least 13 years."

The newspaper then asked:

"Is that progress? Or is it simply a revelation of the severe impact on Georgia of a so-called 'right-to-work' law designed to limit wage (and, therefore, income) increases?"

And, as the clamor for repeal of 'work' laws in states with experience under the anti-union statutes began to increase, *Editor and Publisher,* trade paper for the American press carried a column by Roy H. Copperud which exposed the phony title given to the anti-union shop measures.

"Politics," Copperud stated, "sometimes makes strange bedfellows, but they are no stranger than some of the language that is to be found in writing on political subjects . . .

"In fair trade laws and right-to-work laws, we have a pair of political euphemisms (substitution of an inoffensive phrase for an obnoxious one). Fair trade laws having nothing to do with fair trade from a consumer's point of view . . .

" 'Right-to-work laws' is a term concocted to make legislation that labor generally considers repugnant, palatable to the voter. Their purpose is not to preserve any right to work, but to outlaw the union shop. Some carefully edited publications designate these kinds of legislation as 'so-called fair trade laws, so-called right-to-work laws.' "

Arizona Racing Champ



Dee D. Jones, member of Teamster Local 83, has 59 trophies for his ability and skill on the race track which has made him Arizona sprint car champion for 1961 and 1962. He also has a trophy for the trophy dashes in the California Racing Association in 1962, and many other events. "Not this year," was his answer to the question, "Do you plan to drive in Indianapolis?" Jones is employed by United Materials Company and his advice is: "The race track is the place for a heavy foot—not the streets or highways."

Bobbie Called to Task

University Press Takes a Look at Jimmy Hoffa

Two editorial columns appearing in student newspapers at two different universities recently indicate that the writers, at least, find the personal vendetta of Attorney General Bobbie Kennedy against Teamster President James R. Hoffa contrary to their concepts of justice.

Both are reprinted here, not as being representative of student newspapers across the land, but merely as examples of how two student writers find it difficult to swallow Bobbie Kennedy's double standards of justice.

from
The Daily Illini

It Seems to Me . . .

THOSE TEAMSTERS

by Herb Inhaber

"Defend the Teamsters?" my friend said. "Political suicide. Nothing to defend anyway."

This is a fairly common reaction among people that I've questioned on the subject. Yet whenever I try to pin them down to something specific, they invariably end up muttering something about "gangsterism." Since any discussion of Jimmy Hoffa gravitates to this topic, let's look at the facts.

First of all, the Teamsters and Hoffa seem to have been convicted in the public mind, but almost nowhere else. Surely this is contrary to American ideals. The Justice Department has a great many men working on this union, and so far has been able to make only a negligible number of convictions. If the Teamsters had committed the crimes pictured in the public imagination I'm sure that with the amount of time and money expended by the Justice Department they'd be behind bars by now.

Part of the public impression of Hoffa comes from his testimony before the McClellan Senate Anti-Rackets Committee. As sometimes happens in Congressional investigating committees, this one gave all the appearance of being a personal vendetta, with "have you stopped beating your wife" questions and implications that anyone who took the Fifth Amendment as prescribed by the Constitution was automatically a criminal.

It may be noted in passing that Hoffa wasn't convicted of anything by this hearing. To be sure, a lot of charges were brought up, but in my estimation, at least, he remains innocent until proven guilty.

Let's get the record straight on one score:

although Hoffa hasn't ever been convicted, there are officials in the Teamsters with criminal records. But let's consider two things: First, unionism is a tough business, especially among unskilled and semi-skilled workers. I myself know of many union workers who were convicted for various crimes when all they had done was organize a little too hard, especially in company towns. Secondly, having a record doesn't automatically make one a criminal. Nehru, Nkrumah, Nyere, all went to prison for long periods. If any officials of the Teamsters are presently committing crimes, they should be sent to jail; if not, their records should not necessarily be held against them.

* * *

So much for the negative side of the Teamsters. If all that could be said in their favor was what is printed above, they couldn't have much justification as a union.

However, there is a great deal more. At a time when most other unions are "consolidating" i.e., stagnating, the Teamsters seem to be the only ones actually organizing the unorganized. While other unions merely issue statements on politics by their leaders from time to time, the Teamsters are developing an effective political action campaign.

And if anyone doubts that the Teamsters are working hard for their membership in securing shorter hours and better pay, ask any truck driver.

There are certainly problems in union democracy in this union. This trouble occurs in most unions, and it is difficult to erase. The average worker still prefers to watch TV or bowl rather than go to union meetings. However, union elections come under Federal law and must be fair and honest. In this context, it is interesting to note that many Philadelphia Teamsters elected to remain there rather than join another union in an election supervised by the NLRB.

Further, any union, where each man commands one vote, is far more democratic than any corporation meeting, where each share gets a ballot, and one man can control millions.

The vilification of the Teamsters in the public print and on the air has helped to create their unfavorable image in the public mind. For example, when they donated a few hundred thousand dollars to help build a Boy Scout headquarters in Washington, one could almost taste the sneers in the news accounts of the story.

All in all, any fair analysis of the Teamsters and Hoffa can only justify most of their actions. They are doing a good job for their members, and it is perhaps because of their vigorous organizing tactics they have run into criticism. Further, the vast majority of the charges of gangsterism against them are totally unproved; if the charges are true we have a very inefficient Justice Department. — *Reprinted from the Daily Illini, student newspaper at the University of Illinois.*

Some Reflections

The struggle between a splinter Teamster group known as the "Voice" and the union itself for control of an important Philadelphia local is another chapter in what has become the fairly long history of James Hoffa. There are few names that will evoke so strong an emotional response as that of the Teamster President. His case has become so embroiled in controversy, that the facts behind the incidents have become almost obscured.

There is one important principle which seems to be neglected whenever Hoffa is discussed; the place where his guilt or innocence should be determined is not on the pages of the newspapers or between the covers of a book written by the Attorney General, or before a Senate investigating committee, but rather in a court of law. And in the courts Hoffa has yet to be convicted.

In a large sense, there is more to this than the supposed stealing of union funds. The Attorney General has presented his case in such light as to have us believe that what ails the American labor movement is to be found in the person of Hoffa alone. But painting the portrait in such strong shades of black and white is clearly a gross oversimplification.

Then there is Hoffa himself, and his job, and the way he does it. As president of his union, his overriding concern must be the maximization of the benefits of the rank and file. In this regard, it cannot be contended that Hoffa has failed his membership. The record of the Teamsters in securing benefits is as good as any other, yet the Teamsters have seldom resorted to a strike to get what they want. The membership of the union has grown tremendously in the face of strong organized opposition from the AFL-CIO and the federal government.

It is apparent that Hoffa is the last of the militant labor leaders. He is obliged to pursue certain ends; one may question his means, but rough and tumble organization drives are not settled in the Cosmos Club of Washington, D. C. By now, the Teamsters are probably the most powerful single labor organization in the nation, and Hoffa's power is almost unprecedented. To question the ends to which he has placed his power—thus far—is to question the very function of labor organization.

If James R. Hoffa and his union are to be curbed, let it be done by accepted and legal means, and not by insinuations and high powered propaganda. Hoffa deserves no special privileges, but neither should the Department of Justice deal in innuendo, nor should it attempt to pressure the press into suppressing information that could be embarrassing to the government, as was the case in Hoffa's recent trial in Nashville.

For all we know, James Hoffa should be locked up and the key thrown away. Conversely, he may be the Christ of the labor movement. In any event, he certainly is no lily white character. Hoffa is controversial; he is loved and hated; he deserves the same consideration from the press, the government and the community as is afforded to anyone else; he has not received it. All we would request is that Mr. Kennedy's lawyers do battle in the calmest atmosphere possible. Any other way is unfair to all concerned.

Conceivably Mr. Kennedy's zeal may catapult James Riddle Hoffa into a martyrdom he does not deserve. For by making Hoffa the very personification of the evils of American labor—which he is not—the Department of Justice has only underscored its own frustrations, and has done nothing to prepare us all for the inevitable letdown should Hoffa be removed, and the problems still be with us.—*Reprinted from the Daily Pennsylvanian, published for the University of Pennsylvania community by its undergraduates.*



When the ladies of Joint Council 92 (Arkansas-Oklahoma) DRIVE auxiliary conducted their motorcade to Washington, D. C., recently, they held an informal conference with Anti-Labor Senator John McClellan, of Arkansas.

Since McClellan is author of proposed legislation to place transportation unions under anti-trust laws, and has introduced Bobbie Kennedy's wire tapping measure which would invade personal privacy, the interview is presented here in part.

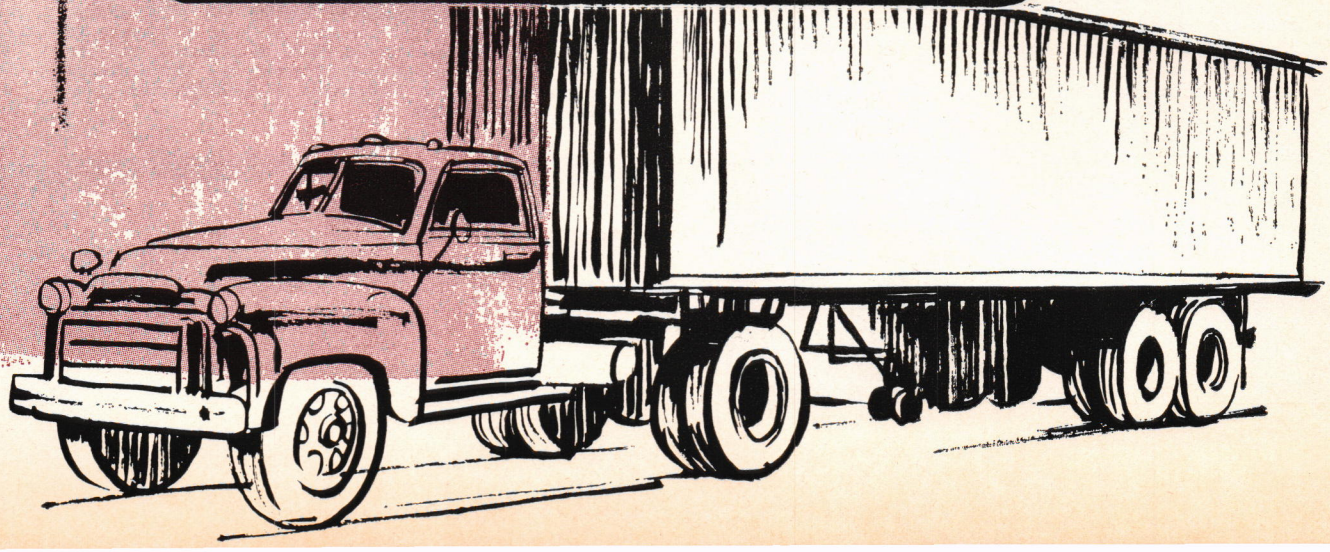
The *International Teamster* has deleted only those portions which were repetitious. Before the Teamsters could obtain a transcript of the conference, Senator McClellan insisted on seeing the transcript first. What the Teamsters finally obtained was an edited version which follows:

DRIVE

I B OF T

Ladies

ANTI-TRUST LAW FOR TRANSPORTATION





Senator John McClellan, anti-labor senator from Arkansas, hangs his head as ladies from Arkansas DRIVE hold an investigation of their own to put McClellan on the record, during their recent motorcade to the nation's capital.

put McClellan *on the Record*

MRS. LORANE HOPKINS (Little Rock): In regard to Senate bill 287, if you are a friend of the workingman, why do you wish to take away the unions' right to bargain for higher wages, better working conditions, in order that we will have more power, more money to buy and keep other people working? This doesn't affect the employer because if he didn't like the way my husband combed his hair, he could lock the door and fire him, if it wasn't for the unions.

We would like to know your stand on this, and why it is aimed directly at the transportation industry. On what basis do you justify substituting power for free collective bargaining? And is this your idea of freedom of democracy?

SENATOR McCLELLAN: I don't wish to take it away. I wish to prevent a combination of unions from imposing on the general public. I don't believe in monopoly in the labor-transportation field. I don't believe in it for the companies and I don't believe in it for unions. I don't believe unions should have the power to tie up transportation across this country, period.

MRS. HOPKINS: That isn't our idea.

SENATOR McCLELLAN: It may not be yours. You asked mine, and I am going to give you mine. Ask your questions and I will give you my answers.

MRS. HOPKINS: All right. I will ask some more, then. But this doesn't affect the employer.

SENATOR McCLELLAN: What do you mean, it doesn't affect the employer?

MRS. HOPKINS: If he didn't like something that one of the employees did, he could fire them just for dislike.

SENATOR McCLELLAN: This bill doesn't have anything to do with that at all.

MRS. HOPKINS: Back to my questions. On what basis do you justify substituting power for free collective bargaining?

SENATOR McCLELLAN: I haven't substituted power for free collective bargaining. I have limited power.

TAX-CUT **COLLECTIVE BARGAINING**

WIRE-TAPPING **TAFT-HARTLEY**

LANDRUM-GRIFFIN LAW

MRS. HOPKINS: Is this your idea of the freedom of democracy?

SENATOR McCLELLAN: Yes, it is my idea of free democracy. The public suffers when these strikes happen and I think they have an interest in the welfare of this country as well as both management and labor, and I would like to see the public protected.

MRS. HOPKINS: But you are not interested in protecting the working man?

SENATOR McCLELLAN: What do you mean by that? Isn't the working man a part of the public?

MRS. HOPKINS: Yes.

SENATOR McCLELLAN: I oppose the working man alone having the power to paralyze commerce in this country, yes, I oppose it.

MR. ZAGRI: In other words, there could be no concerted activity?

SENATOR McCLELLAN: In other words, if you have a local up in Oklahoma City having a problem about wages, let's say, with its employees, and it goes on strike, and then you have another employer down at Little Rock, and you have a local down there, and that employer and that local are not involved in the dispute up there, yes, I oppose that local striking the company in Little Rock that is innocent and not involved.

MR. ZAGRI: Suppose it is the same transportation company having terminals in Little Rock and Oklahoma City?

SENATOR McCLELLAN: If there is nothing wrong in Little Rock? I am opposed to striking in Little Rock.

MR. ZAGRI: Let's say Braswell, they have terminals in those two cities?

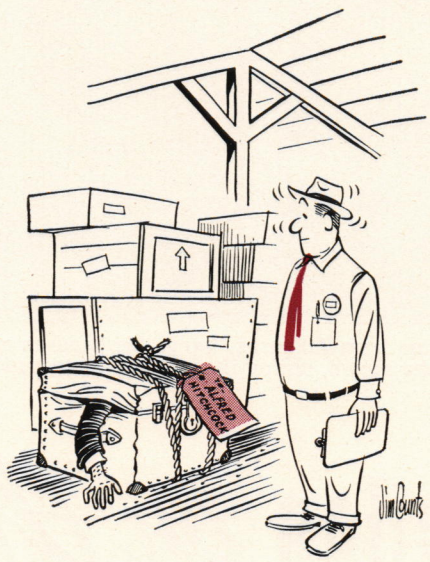
SENATOR McCLELLAN: I thought that is what you wanted, for us to argue before your people.

I am ready, if that is what you want.

MR. ZAGRI: No, I am interested in principles, not in personalities. Just in principles.

The question is this: if you have a trucking company in City A, in one state, having terminals in City A, and B in another state, if there is a strike in City A, would you say that the local in City B, which has a relationship with the same company, would be prevented—

SENATOR McCLELLAN: Where it is the same company, and where it is also the same company and the same union, then I don't know that it is my intention to go that far with it. But I do know that the bill is susceptible to different interpretations and that is why we have to have hearings on it. That is doubtless, as we do in any legislation, as you know. But I want to lay the fundamental here, and I don't intend to retreat from it one inch, and I don't want any misunderstanding. I do oppose a combination of union strikes that will



paralyze the commerce of this country, and that would permit a combination of two different national unions to bring about a strike in transportation, one supporting the other, just as Harry Bridges said about the East Coast Longshoremen's strike, if necessary for them to win that strike, as I understand he is reported as saying, that he would strike on the West Coast. But it didn't become necessary.

I am opposed to that, and I am opposed to the Teamsters striking to help out the Longshoremen just for the sake of doing that, just to strike any area in order to help them. I am opposed to that.

MRS. MALONE: I am Mildred Malone, from Oklahoma City, and I want to get back to this question in this manner. If we had a truck line in Little Rock on strike—my husband is an employee of TransCon and if he would go down there with a load, would he be allowed to cross that picket line?

SENATOR McCLELLAN: I don't know now what you are talking about. Whether he would be allowed to cross it or not?

MRS. MALONE: Under your bill.

SENATOR McCLELLAN: He probably wouldn't cross the picket line.

MRS. MALONE: No, he wouldn't.

SENATOR McCLELLAN: He wouldn't cross it anyhow.

MR. ZAGRI: Under the present interpretation of the NLRB, he would lose his job if he did cross the line. That was a recent decision.

SENATOR McCLELLAN: That may be a recent decision. I don't know about that.

MRS TAYLOR: I am Mrs. Taylor from Tulsa, Oklahoma. I want to know why you discriminate between the Teamsters Union and the newspaper strike. We are all working people. Why take the Teamsters Union? Why not in the newspaper strike, the union for the lithographers and what have you? You are discriminating between us all. Why?

SENATOR McCLELLAN: In the first place, I am not discriminating, and in the second place—

MRS. TAYLOR: The bill definitely states transportation organizations.

SENATOR McCLELLAN: Yes, it does, absolutely.

MRS. TAYLOR: All right. Now, the newspaper people—

SENATOR McCLELLAN: Are you going to let me answer or do you want to keep talking?

MRS. TAYLOR: You haven't let me finish my question.

SENATOR McCLELLAN: Very well, finish your question.

MRS. TAYLOR: The newspapers have nothing to do with transportation. Still, you say in your bill also transportation, you don't mean anything else. That is what I want to know, why?

SENATOR McCLELLAN: I will tell you why, because the public and the commerce of this country depends upon transportation. The public has a greater interest in transportation than it does a single newspaper somewhere or a combination of newspapers, and that is where the public gets hurt, and that is who I am trying to protect.

MRS. TAYLOR: Doesn't the public depend on newspapers also?

SENATOR McCLELLAN: They can do without a newspaper and live but they can't do without transportation and live. They get news in many ways.

MRS. TAYLOR: People have walked before.

SENATOR McCLELLAN: That is what you want them to do. You want to have the power to force them to walk or capitulate to your demands and I don't agree with you.

MR. ZAGRI: Actually, we don't.

SENATOR McCLELLAN: That is what you are saying. You don't agree with her, do you?

MR. ZAGRI: She is not saying that.

SENATOR McCLELLAN: She is not saying that? All right.

MR. ZAGRI: She is not saying that she wants people to walk. She is simply saying that the public at times are inconvenienced by strikes, but there is a greater public interest than the question of inconvenience. The question of liberty.

SENATOR McCLELLAN: I don't think so. I think the public interest should predominate over both management and labor, and let them both keep their freedom.

MRS. TAYLOR: Aren't we the public also?

SENATOR McCLELLAN: Yes, you are part of it, but you are not all of it.

MRS. TAYLOR: Who makes up the majority of the public, the working man?

SENATOR McCLELLAN: You are not all of it.

MRS. TAYLOR: The working man.

SENATOR McCLELLAN: *I am a working man myself,* and have been all by life (editor's italics).

MRS. GLOVER: Mr. McClellan, my name is Thelma Glover, from Little Rock, Arkansas. Under the Martin bill, we are under the impression it only concerns one individual truck line. My husband worked for ABF in Little Rock. In other words, according to the anti-trust law they would have to negotiate only with ABF, and Strickland couldn't intervene. We want to know why that part could be added to the anti-trust law, because when they start negotiating with just the one truckline, there is not enough people in some of the trucklines to even have organized labor. They couldn't do it. We couldn't have our retirement bill, we couldn't have a lot of things that the working class of people feel like they ought to have.

The Senators and the Congressmen have their retirement pay. Some of the trucklines could have their retirement bill but some of them couldn't have because they are not strong enough. In the anti-trust law, it would absolutely do away with it, because they could not negotiate together. We want to know if you are for that or against it?

SENATOR McCLELLAN: You spoke about the Martin bill. I am not prepared. I don't know anything about the Martin bill. I haven't studied it.

MRS. GLOVER: We want you to be interested, Mr. McClellan, in studying it.

SENATOR McCLELLAN: Very well. But the point is—

MRS. GLOVER: It is 333.

SENATOR McCLELLAN: The point is, Mrs. Glover, a lot of bills are introduced and I can't even read all of the bills introduced as fast as they are introduced. You may have some good point there. I will be very glad—that is why I wanted this record made—I will be very glad to look at the Martin bill and the points that you raise about this, and then I will advise you, if that is satisfactory. I will write you a letter on the point that you have raised. I don't know at the moment.

MRS. GLOVER: It will come under part of the anti-trust law.

SENATOR McCLELLAN: I don't know. I can't discuss something I don't know at the moment.

MR. ZAGRI: The question the lady is referring to, I believe, is that on checking the bill you will find, Senator, that the Martin bill would restrict representation to the employees of a single company by one union. In other words, if one local union has 100 contracts with 100 different companies, it would be necessary to break that union up into 100 local unions with one charter for each company.

SENATOR McCLELLAN: I will have to get the bill.

MR. ZAGRI: It is an important bill, because the U.S. Chamber is sponsoring it or advocating it.

SENATOR McCLELLAN: What is that intended to mean?

MR. ZAGRI: I say it is an important bill. The U.S. Chamber represents a lot of power in this country.

SENATOR McCLELLAN: So does labor. And as between the politics, labor represents far more power than the Chamber of Commerce. Yes, you agree with that, don't you?

MR. ZAGRI: No, I don't agree with you.

SENATOR McCLELLAN: Of course they do.

MR. ZAGRI: I don't agree at all. I wish it were true.

SENATOR McCLELLAN: You don't base this thing on politics. I am trying to say to you that I am going to go down the line as I see it, for what I believe is necessary to protect this country, and to protect the public interest and the general welfare. I have nothing against unions. If I was

The Jimmy Hoffa Story

This is the Jimmy Hoffa Story:

Once there was a farmer who had two sons. One son wanted only to plow, cut trees, drive tractors, bring in wood and do any other chore except go to school. The other son did not want to do any of these things.

He wanted to go to school. He wanted to learn. He wanted to make a better and easier life for himself.

He had to work at any job he could get in order to get an education. He decided to make journalism his vocation.

The day came when the boy with no education decided he would like to drive a truck. The son who had made every effort for an education became a newspaper reporter.

The two sons bought houses side by side. The son that drove the truck was very happy; the son that was a reporter was very unhappy.

He said: "Why does this ignorant lunk who has never been to college earn as much as I do?"

MRS. ERNEST OKLEY
(Truck driver's wife)

3304 Spottswood

—Reprinted from the Memphis Commercial Appeal

a working man I would want a union, I would want to belong to one, I would want to belong to a good one and I would want to keep the corrupt officials out of it, too.

MR. ZAGRI: We are in agreement with you on that.

MRS. JACK TURNER (Fort Smith): I would like to know your views about the wire-tapping bill that Attorney General Robert Kennedy has before the House.

SENATOR McCLELLAN: I don't know the one that he has before the House. I have introduced a wire-tapping bill myself, and I favor it or I wouldn't have introduced it. We have today unlawful wire-tapping that is pretty prevalent throughout the country and you can't do much about it. Before you can convict them for wire-tapping, they have to divulge the information they get, and today it can't be divulged in court. It is not competent testimony. I believe that wire-tapping ought to be brought under the supervision of the courts and not let it be done promiscuously, as it is now.

I believe those who engaged in it unlawfully ought to be punished, and I believe there ought to be a legal way and a safeguarded way for us to wire-tap in special cases.

MRS. TURNER: Yes, but who determines what is a special case?

SENATOR McCLELLAN: A court, a court who would determine your freedom or mine if we were being tried before it.

MRS. TURNER: As I understand it, the one he wants passed would be just in his opinion.

SENATOR McCLELLAN: Now, he does have this: There is one feature in the bill, and that is what you are referring to, where he, if in his judgment and his discretion, could, with respect to subversion.

MRS. TURNER: Who is he to suspect that? That is what I would like to know.

SENATOR McCLELLAN: He is the President's brother and you voted for him.

MRS. TURNER: Why should his opinion be so important when he could check my telephone or a public telephone? Why should he be able to do that?

SENATOR McCLELLAN: I am not answering positively either way on that, but my—

MRS. TURNER: I just wanted to know your views on wire-tapping. I understand.

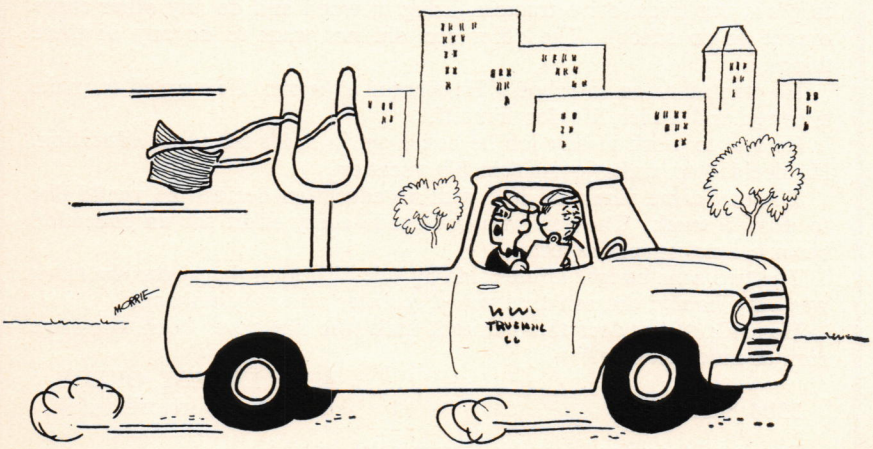
SENATOR McCLELLAN: I believe in what I have told you, and I believe it is important. I think it is necessary. As to this one issue, this one question of him having the absolute power, I have a question mark about it, and I think in my own judgment, and this is not trying to answer to please you at all, my own judgment is that that should be further circumscribed in some way.

I am not thoroughly sold on that one provision by any means, but the idea of outlawing promiscuous wire-tapping, unlawful wire-tapping, I am convinced that should be done.

FROM THE FLOOR: Could you speak a little louder, please?

SENATOR McCLELLAN: Maybe these would help a little bit.

I say as to unlawful wire-tapping, just promiscuous wire-tapping, and so much of it is being done today, I would tighten the law, and this bill that I have introduced would, and make that a felony.



"Yep, that's what the shipping order says all right . . . 'Cape Canaveral'!"

Now, in certain cases, in murder, rape, kidnapping, subversion, those highest crimes. I would say the worst crimes, I would permit legalized wire-tapping under the surveillance and safeguards of a court order spelling out what can be done and what cannot be done in every instance.

We have now, and we have had for some time, what is known as a search warrant. One is secure in his castle, in his home, in his property. We have that pretty well safeguarded now to where a court can issue an order if there is justification for it, if justification is shown to issue an order and permit an officer to go into your home and my home and search for stolen property.

This is somewhat on the same principle. There is one fundamental difference, and this is the only thing that gives me the least concern about it, and that is if you get a search warrant and go into somebody's home to search, they are likely to know about it, although not in every instance. There might be exceptional cases, but in this instance, if they knew about it, it would do no good at all. You might just as well not have the order. So it has to be done secretly so that the person whose wire is being tapped doesn't know about it. If he knew about it, of course, he wouldn't talk.

MRS. TURNER: It is a question of, in his opinion, he could tap anyone's wire. He might get mad at me and decide to tap my telephone just to get back at me for something. I wanted to know your views on his bill, not your own, but his.

SENATOR McCLELLAN: That is the only problem, as I told you, that gives me concern. I don't think the Attorney General would do that, and I don't think you think he would do it.

MRS. TURNER: I don't know whether he would or not.

FROM THE FLOOR: I think he would.

SENATOR McCLELLAN: Well, you think he would. That came from the audience.

Let me say this to you: It isn't a question of whether I think he would or I think he wouldn't. If he was my own brother and I thought he wouldn't, who is now Attorney General isn't an important factor at all. There will be other Attorneys General and the issue ought to be resolved on

principle and not on who is Attorney General now.

MRS. TURNER: But you would consider that matter before you would vote for his bill? Do I understand you right? You haven't fully decided on that?

SENATOR McCLELLAN: You say his bill.

MRS. TURNER: Well, his ideas on it.

SENATOR McCLELLAN: On that particular issue, yes. I am not fully convinced of it.

MR. ZAGRI: I agree with you, that the question on search and seizure, notification that a person's house is being searched, is very important, but you can't give notification here.

SENATOR McCLELLAN: You can't here, because you would have no weapon at all.

MR. ZAGRI: There is a second other thing that I would like to have you consider, Senator, and that is this: In a search and seizure warrant, when a court orders it, it is particularized in terms of specific things, but in the very nature of wire-tapping, you cannot be particular because you are, in effect, putting a dragnet on everything that is being said, and you are censoring the thought processes when people think their phones are being tapped in advance.

SENATOR McCLELLAN: I know it has its problems.

MR. ZAGRI: It is a more basic invasion to the rights of privacy than search and seizure.

SENATOR McCLELLAN: I tried to point out that from my viewpoint. I think that is true. However, you can, and you do, sometimes, although it may not be specific, in serving a search warrant, you often find things that you were not contemplating at the time you made the application for the search warrant.

MR. ZAGRI: But the poison fruit doctrine was ruled out.

SENATOR McCLELLAN: This has its problem. I am not unmindful of it.

MRS. JAMES HARVEY (Little Rock): I would like to get a yes or no answer to this question.

SENATOR McCLELLAN: You will probably get the right answer, whether it is yes or no.

MRS. HARVEY: What did you mean when you made the statement saying of all the working people in Arkansas, that all they needed was $1 a day and a pair of overalls?

SENATOR McCLELLAN: If you have believed that lie, I am sorry for you. I never said it, and you never heard anybody that heard me say it.

FROM THE FLOOR: Yes, sir; I did, in '54.

SENATOR McCLELLAN: I don't care, it was a lie then, it is a lie now, and it will be a lie the next time you hear it. Is that plain?

FROM THE FLOOR: I heard you say it myself, Senator.

SENATOR McCLELLAN: You heard what I said. You never heard me say it, and I never said it in my lifetime, to you or anybody else.

MRS. CARPENTER (Little Rock): On the bill that Mr. Roosevelt, of California, is introducing, it is H. R. 4671, about bonding companies out of the country that can bond unions and such labor organizations, are you for or against such a bill?

SENATOR McCLELLAN: I don't know what it is.

MR. ZAGRI: The Roosevelt amendment would amend the bonding section of the Landrum-Griffin so that if a union could not be bonded by one of the companies on the Treasury list, they could make an alternate arrangement providing adequate bonding, just as you have on the Health, Welfare, and Pension Act.

SENATOR McCLELLAN: I don't know anything about that. I haven't an opinion on it one way or another at the moment.

MR. ZAGRI: This arose out of our problem originally when we had the best bonding experience in the country, but we couldn't find one of the 224 companies to bond us. In fact, they cancelled the bond without a reason given, or 30 days' notice.

SENATOR McCLELLAN: I am sorry; I couldn't make a commital one way or the other about it.



"I've gotta run, dear—you know how the guys kid me when I'm late!"

MRS. CARPENTER: Would you study the bill for consideration? We are for the bill. Would you study it and give it consideration?

SENATOR McCLELLAN: Has the bill been introduced?

MR. ZAGRI: Not in the Senate; on the House side only.

SENATOR McCLELLAN: What is the number of the bill?

MRS. CARPENTER: H. R. 4671.

FROM THE FLOOR: H. R. 4969 and H. R. 4671. There are two bills.

SENATOR McCLELLAN: If you will, give us your name again at this point and address. We will see if we can write you a letter.

MRS. CARPENTER: Betty Carpenter, 1916 Security Street, Little Rock.

MRS. MALONE: I am Mrs. Malone again. I would like to know how do you feel and what is your opinion, should there be an accounting made of the $600,000 that Bobby Kennedy has spent to get Hoffa?

SENATOR McCLELLAN: Well, he makes an accounting of it. He can make an accounting of it to—

MRS. MALONE: Has he?

SENATOR McCLELLAN: He makes an accounting in a general way to the Appropriations Committee, and I say that is in a general way. They could require him to file an absolute statement of it, if they desired, if they wanted him to. The General Accounting Office also audits the books of the Government, and, therefore, it could possibly review it.

MRS. MALONE: Don't you think that should be made public?

SENATOR McCLELLAN: What?

MRS. MALONE: The accounting?

SENATOR McCLELLAN: Of what?

MRS. MALONE: Of the $600,000, how it was spent and in what way it was spent?

SENATOR McCLELLAN: Have you any charges about it being spent illegally?

MRS. MALONE: No, sir; I just want to know how it was spent.

FROM THE FLOOR: What is your opinion?

SENATOR McCLELLAN: I have no objection to him making an accounting for that and everything else, so far as I am personally concerned. I have no objection.

MRS. MALONE: That is what we wanted to know, what your opinion was.

SENATOR McCLELLAN: You

are asking for an opinion. Do I think there needs to be an accounting?

MRS. MALONE: Yes, sir.

SENATOR McCLELLAN: I don't know of any reason that there needs to be an accounting. You say you would like to have one. I certainly have no objection.

FROM THE FLOOR: It is the taxpayers' money. The public should know.

MRS. MALONE: We have set up $600,000 this year. Should we set it up again next year?

SENATOR McCLELLAN: For what?

MRS. MALONE: To get Hoffa.

SENATOR McCLELLAN: I don't know that you set up $600,000. You make your appropriations to run a department, and if it took $600,000 to enforce the law in one area or another, I probably would support it.

MR. ZAGRI: Senator, I think the lady is referring specifically to the $600,000 in the budget last year that was not earmarked for specific job assignments. It was a general appropriation.

SENATOR McCLELLAN: She thinks it was all used for Hoffa.

MR. ZAGRI: Now, the question is whether or not these unearmarked funds were used on the Hoffa squad.

SENATOR McCLELLAN: All you have to do, and I am sure you have someone to do it, and I have no objection in the world if I felt there was any need for it, is to have any member of the Appropriations Committee, either the House or Senate, to ask him to give an accounting of it.

MR. ZAGRI: You are chairman of the Judiciary Subcommittee.

SENATOR McCLELLAN: Of the Senate, I am.

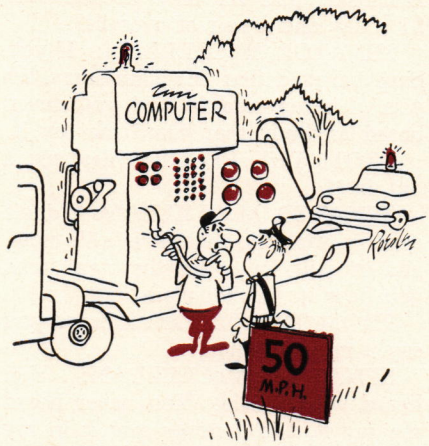
MR. ZAGRI: Would you ask him to do it?

FROM THE FLOOR: Would you ask him to do that for us?

SENATOR McCLELLAN: I might do that. You send a letter and ask him to give it.

FROM THE FLOOR: I will be glad to.

SENATOR McCLELLAN: I might ask him to give an accounting for it; I don't know. You send me a letter and set out your reasons. I know the feeling between Hoffa, maybe, and Kennedy. That is natural. Kennedy feels that Hoffa is a crook and a criminal. He feels like he has a duty to prosecute him if he finds



"It says I was doing exactly 49-01672 m.p.h."

the evidence warrants it. So there is nothing unusual about that.

FROM THE FLOOR: But we want to know why.

FROM THE FLOOR: You said you might.

SENATOR McCLELLAN: I said I would consider it. You send it to me. I didn't say I would. I said I would consider it. I have no objection to it being done.

FROM THE FLOOR: You said you would consider it.

SENATOR McCLELLAN: Well, the record shows what I said.

Is there anything else, ladies?

MRS. OWEN LEE (Oklahoma): I would like to know if the bill for wire-tapping is not modified, will you still go along with it?

SENATOR McCLELLAN: What is that?

MRS. LEE: I said if this bill that is up on wire-tapping is not modified, will you still go along with it as it is now, as it stands right today?

SENATOR McCLELLAN: You said—

MRS. LEE: As it is now, as it is written up now, will you go for that now or would you go against it?

SENATOR McCLELLAN: I haven't said I would or wouldn't unless it is modified.

MRS. LEE: I asked would you go against it?

SENATOR McCLELLAN: I won't promise to go against it, no, if that is what you are trying to get.

MRS. LEE: In other words, you would be for it?

SENATOR McCLELLAN: I didn't say that. I said I won't promise to go against it. You can't be absolutely positive what you are going to vote for here as a bill is introduced, because a bill may be so modified, it may be so changed, it may be so amended, that although you favored it in one state—

MRS. LEE: But if it is amended, you will go along with it?

SENATOR McCLELLAN: It depends upon the amendment; yes.

MRS. LEE: That is what I mean.

MRS. ROSE CARPEL (Arkansas): I did have a question. I would like to know if you are for the $10 billion tax reduction for the working people.

SENATOR McCLELLAN: I am opposed to the $10 billion tax reduction until and unless we can reduce expenditures of Government.

Have I evaded any question you asked?

FROM THE FLOOR: Yes.

SENATOR McCLELLAN: What is it?

FROM THE FLOOR: The wire-tapping bill.

SENATOR McCLELLAN: I haven't evaded anything.

FROM THE FLOOR: You wouldn't say whether you would or wouldn't.

SENATOR McCLELLAN: I said I was for it and I am for it. I said I had some doubt about one provision of it, but I have not said I would vote against it, if that provision were retained in it. I may go for it if it is in there. I am for the general principles and objectives of the bill.

Does anybody else think I have evaded any question? I don't believe in evading. I want you to know how I feel. I am not trying to conceal anything. I want to be honest and open and above board with you.

You can put down what the lady said, if you want to. That is all right. That is America. I am for what I am for, and I am not making apology. I may make errors, and I do. My judgment is not always, by any means, as is no other man's, not always infallible. I know that. But I believe on these vital public issues that you take a stand one way or the other.

You may not know immediately when an issue first arises—just like the issue in the wire-tapping bill. That may require some study. I don't know what conclusion I might finally come to with respect to it. I might come to the conclusion that I couldn't vote for it if it was in there, but I am not going to promise that now, until I study it further and come to my own conclusions about it.

FROM THE FLOOR: I have one last question to ask.

As a friend of the working class of people, we would like to sell you a membership in our Ladies DRIVE Auxiliary. Would you be willing to spend $3?

SENATOR McCLELLAN: No, I wouldn't, because you have already said you intend to use these moneys to defeat folks who have views like I have.

FROM THE FLOOR: We don't want people to work, but we want enough money that we won't have to work.

SENATOR McCLELLAN: Lady, I have been working all my life and I have made a whole lot less money for one day's work than you ever have. Anyone else?

FROM THE FLOOR: On your bill 288, to prohibit strikes in strategic defense facilities, it doesn't give any provision for the employees. If contracts run out for the union, the employers don't have to do anything about wages, or different working hours.

SENATOR McCLELLAN: It protects both sides. There can't be a strike. What would happen would be if a situation arose where the work was about to stop, the Secretary of Defense would require the union and the company, the contractor, each to submit a name as an arbitrator and he would name the third one and they would arbitrate the matter.

FROM THE FLOOR: What protection do the workers have that their wages and working conditions will not decrease just because they drop the union contract?

MR. ZAGRI: The question is what protection does the worker have when the judgment of a Government board is substituted for the judgment of the representatives of union and management?

SENATOR McCLELLAN: We have courts that substitute their judgments for very important things in life, and I am willing to have a board substitute its judgment for management and labor in a matter that is vital to the defense of our country, if labor and management can't settle the issues. I don't believe in drafting our young men, taking them away from their families and away from their home and away from their education, away from their careers, putting them in uniform, drilling them and training them and sending them off to fight and die for our country and then let strikes happen back here at home that will impair their strength in the battle that they must win if we are to survive. That is my position.

FROM THE FLOOR: I agree with you there, but also the accident rate for unsafe work has increased in the past several years.

SENATOR McCLELLAN: This has nothing to do with the accident rate. This has nothing to do with it.

FROM THE FLOOR: The union, though, protects the workers in the Safety Department.

SENATOR McCLELLAN: All right, I have given you my answer to the bill.

MRS. IRENE TRYLE (Tulsa, Oklahoma): As we leave, we are very happy to have met you, but we would like to have you remember that each and every truck driver that was called into service served their country. And another thing, we are all citizens of the United States in good standing.

FROM THE FLOOR: And registered voters, too.

SENATOR McCLELLAN: Yes, I have had that threat, ladies; I have heard it all my life. Go to the polls and vote. I am not trying to keep anyone from voting.

Zagri Hits False RR Cries of Poverty in Rate Hearing

The false issue of railroad poverty as a basis for attempts to achieve job-killing minimum rate deregulation from the ICC was scored in two Congressional appearances last month by IBT Legislative Counsel Sid Zagri.

"How can the railroads be robust on Wall Street and at death's door in Congress?" Zagri asked members of the House and Senate Commerce Committees.

The Teamster Counsel was testifying on H.R. 4700 (House) and S. 1061 (Senate).

Zagri's analysis of the crux of the problem was revealed in an exchange with Congressman Williams of Mississippi.

Williams had stated that the "financial condition of the railroads per se is hardly the issue with respect to the legislation before us now."

Zagri shot back that it was the issue, in these words:

"It seems to me that there are three parts. One, is there a crisis (in the railroads financial condition)? Secondly, is the diagnosis correct, and thirdly, is the remedy adequate?"

As to whether a financial problem exists in the railroad industry, Zagri refuted the poverty claims of the rail-

Scholarship Winners



Four New Jersey high school seniors, pictured here, receive their official notification of scholarship grants from Teamster Vice President Tony Provenzano, who established the fund in memory of his mother. Left to right are Rev. Philip C. Hoover, Josephine Provenzano fund trustee; Provenzano; Maureen Fay, David Van Dyne, Helen Kuchta, and Edmund Dohnert.

roads by pointing out to the committee that:

"Most railroad stocks are in the hands of strong investment houses more so even than the blue chip companies. For instance, the Baltimore and Ohio railroad, with 9.7 percent of its stock in the hands of institutional investors is ahead of AT & T (2.7); Commonwealth Edison (8.0); and General Electric (2.7), to name a few."

Zagri voiced the fact that the railroads also paint a gloomy, but false, picture of their financial condition by claiming a rate of return of 1.97 in 1961.

Yet the ICC has never accepted the railroad-claimed rate of return for rate-making purposes, preferring to use its own measurement based on the return of railroad stocks outstanding.

"We have the paradox of the railroads eliminating services everyday by abandoning thousands of miles of tracks, and yet they demand a return on this investment which long ago was withdrawn from service and public use," Zagri testified.

Based on these facts, Zagri lashed out at the "manipulators" whom he termed as "mid 20th century Jay Goulds"who prefer to remain in the background while secretly pulling the financial strings.

"A very small group of persons or holding companies may already be in control of all the big Eastern railroads," Zagri said, in reference to the ICC reports which list such big brokerage houses as Bache and Co., E. I. Dupont, and Merrill, Lynch, Pierce, Fenner and Smith—along with Swiss and Dutch bank account numbers—as the "owners" of railroad stocks. Zagri demanded that the Committee compel the ICC to strip the mask from these manipulators of railroads under authority granted by Section 20 of the Interstate Commerce Act.

As to the "diagnosis" of the railroads' alleged problems, Zagri pointed out that minimum rate deregulation was as "fatuous as the railroads' analysis of the problem."



Quoting an ICC study made in 1957 by Commissioner Arpaia, Zagri demolished the rails' argument that they suffered because of the "dead hand of regulation."

"These are the facts," Zagri said:

"In 1957, the railroads filed over 3000 rates a day or 1,000,000 a year; of these only 12 rates were denied.

"If they had been able to obtain every single pound of the traffic involved, from competing forms of transportation, they could have added only 11 tenths of ONE PERCENT to their total revenue."

Zagri presented at this point a table projecting the Arpaia study into 1961, showing that only about .06 percent of rate changes is ever protested.

"What the railroads want is not less regulation, but no regulation at all," Zagri pointed out in moving to disprove the theory that the drastic "remedy" of minimum rate deregulation is not the answer to any real or alleged problem of the rails.

"The elimination of the ICC's minimum rate power over bulk and agricultural commodities will not create equality but inequality among the modes of transportation," Zagri testified.

"It will not promote but will eliminate competition; will not cure alleged evils but will create chaos in transportation."

That part of the bill which would repeal the Reed-Bulwinkle Act denying collusive rate-making has the railroads' complete support, and Zagri used this as an example of the railroads' desire for favoritism rather than equality, as they claim to Congress they are for.

"The real test of whether the railroads want equality will be if they are prepared to substitute complete coverage of the anti-trust laws for ICC minimum rate regulation," he testified.

"In other words, the railroads want to have the right to collusive rates among themselves to be used without limitation as to the minimum, but they want to eliminate any regulations with reference to other modes of transportation.

"They want to further consolidate their tremendous power so that the giant can crush the pigmy, the other modes of transportation."

"They want to have their cake and eat it too."

First Quarter Truck Tonnage Shows Slight Gain Over 1962

Intercity freight tonnage hauled by truck during the first three months of this year gained 1.1 per cent over that hauled in the corresponding quarter of 1962, the American Trucking Associations reported today. Also reported were a 10.3 per cent increase from February to March and a 0.4 decrease from March last year.

These findings, based on the ATA Department of Research and Transport Economics' monthly survey of Class I and II common carriers of general freight, are not adjusted for seasonal influences or for the differences in the number of working days in each month. Past experience indicates that these factors are largely responsible for survey distortions such as this month's finding of a 10.3 per cent increase for the February to March period. ATA's weekly survey shows current truck tonnage to be closely paralleling the 1962 level.

Tonnage Gains

Nearly one-third of all general freight carriers—356 reporting in March—hauled 6,473,593 tons compared with 6,496,484 tons in March, 1962, and 5,869,483 tons in February 1963. Cumulative tonnage reported by these carriers was 18,407,254 tons in the January to March quarter of this year as compared with 18,201,160 tons for the same period a year ago.

Six of the nine geographical regions showed improved traffic from the first quarter of 1962 with the greatest gains recorded by Northwestern and Pacific carriers—up 5.2 and 5.1 per cent, respectively.

Carriers domiciled in the Middle Atlantic, New England, and Rocky Mountain regions suffered slight losses of 1.6, 1.1, and 0.1 per cent, respectively.

On the month-to-month comparison all carrier regions recorded tonnage gains, ranging from the 17.8 per cent increase of the Pacific region carriers down to the 3.9 per cent increase of the Northwestern region carriers. Comparing the tonnages on a year-to-year basis, only four of the nine carrier regions showed improved traffic over March of last year with the range of percentages extending from the 4.7 per cent increase of Southwestern carriers to the 2.5 per cent decrease of the Middle Atlantic carriers.

March Truck Tonnage by Regions

New England, 30 carriers, 230,561 tons compared with 235,416 tons in 1962, and 202,431 tons in February.

Middle Atlantic, 62 carriers, 978,252 tons compared with 1,003,025 tons in 1962, and 887,542 tons in February.

Central, 102 carriers, 2,255,300 tons compared with 2,299,576 tons in 1962, and 2,061,208 tons in February.

Southern, 59 carriers, 1,095,814 tons compared with 1,096,434 tons in 1962, and 987,144 tons in February.

Northwestern, 24 carriers, 619,399 tons compared with 597,114 tons in 1962, and 596,252 tons in February.

Mid-Western, 21 carriers, 279,273 tons compared with 279,205 tons in 1962, and 250,703 tons in February.

Southwestern, 17 carriers, 463,725 tons compared with 442,739 tons in 1962, and 416,054 tons in February.

Rocky Mountain, 12 carriers, 271,015 tons compared with 271,762 tons in 1962, and 230,294 tons in February.

Pacific, 29 carriers, 280,254 tons compared with 271,213 tons in 1962, and 237,855 tons in February.

Truck Tonnage for First Three Months by Regions

New England, 30 carriers, 642,480 tons compared with 649,302 tons in 1962.

Middle Atlantic, 62 carriers, 2,785,327 tons compared with 2,830,746 tons in 1962.

Central, 102 carriers, 6,513,474 tons compared with 6,476,429 tons in 1962.

Southern, 59 carriers, 3,102,663 tons compared with 3,060,635 tons in 1962.

Northwestern, 24 carriers, 1,752,227 tons compared with 1,666,029 tons in 1962.

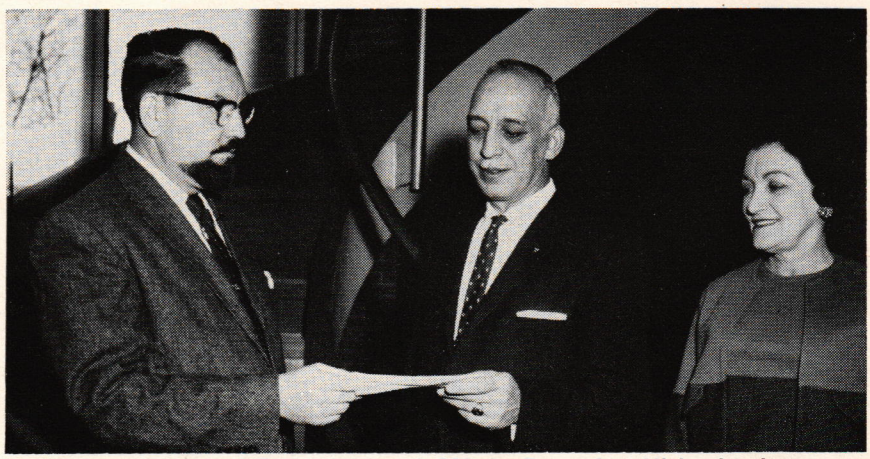
Mid-Western, 21 carriers, 796,414 tons compared with 782,661 tons in 1962.

Southwestern, 17 carriers, 1,290,755 tons compared with 1,248,064 tons in 1962.

Rocky Mountain, 12 carriers, 745,906 tons compared with 746,836 tons in 1962.

Pacific, 29 carriers, 778,008 tons compared with 740,458 tons in 1962.

Local 328 Helps Fund for Retarded



Roy Costley (left), of Teamster Local 328 in Escanaba, Mich., is shown presenting a check for $1,615 to Roy Valind, president of the Delta County Assn. for Retarded Children, the money being earmarked for a school building fund. Local 328 raised the sum with a benefit dance. Mrs. Costley (right) and her husband were co-chairmen for the event.

It's a Women's World

Attractive N. J. Mother of Two Is Teamster Business Agent

If you are a rank-and-file member of Teamster Local 97, chances are you discuss your grievances and beefs with the most attractive business agent in the International Brotherhood of Teamsters, and the record bears out the fact that her efficiency is equal to her attractiveness.

Mrs. Marie Kemple is not the only woman acting as a Teamster business agent or as an officer, but what makes her story so interesting is her record of accomplishments which in addition to being the mother of children 9 and 14 years of age includes being a top flight motor mechanic, a student pilot, a swimming life guard, and having thorough knowledge in labor-management relations.

Joseph Biancardi, president of Local 97, noticed Mrs. Kemple about two years ago when the local union was in the midst of fighting a raid by two other unions seeking bargaining rights at Gilbert Plastics Company, in Kenilworth, N. J.

In the forefront to retain the Teamster local as bargaining agent at the plant, Mrs. Kemple demonstrated her ability to stand up to male organizers and shoot full of holes their arguments that they could better represent the workers.

Says Biancardi: "She's a match for anyone in the field—opposing organizers, employers, or a wise scab who argues he doesn't need a union."

Many of Local 97's members are truck drivers, but many also are pro-



Marie Kemple

duction workers. While some of the plants served by Mrs. Kemple are predominantly male employees, others are predominantly women.

Biancardi finds one fault with his lady business agent: "She has no Irish or Italian blood."

With blood lines ranging from Mohawk Indian, French, Jewish, English, "and a few more," Mrs. Kemple packs enough energy to aid union members in 20 northern New Jersey plants, visiting 13 of them at least once a week on routine calls.

And it is her boundless energy which is the key to her success.

As a floor-lady at Gilbert Plastics, she handed out work assignments. When the emergency arose, she was the one who fixed a special machine costing more than $40,000 when it broke down.

As a girl living in Succasunna, she attended Roxbury high school. Aptitude tests indexed her as a mechanic. At 17, she tore down the engine of an antiquated car, installed new piston rings, and put the motor back in running condition.

After high school, she spent two years at Trenton State Teachers College and then became a clerk for a large insurance company. There wasn't enough challenge to her first job, so she took a technical post at RCA in Harrison, and then a research position at Bendix Aviation.

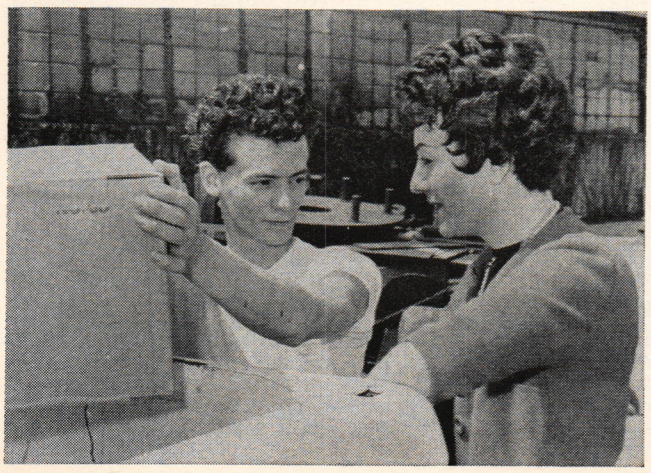
Currently, when she isn't settling a beef at one of the plants, or negotiating a contract, Mrs. Kemple takes instructions for her pilot's license. She had her solo flight after eight hours, two short of average. Yet, she's taking twice the instruction needed to qualify. Says she:

"You learn to drive a car after you get your license. You should know all about flying before you get your pilot's license."

She and another business agent of the local union, Thomas A. Donohue, a combat flyer in the Pacific during the war, and Biancardi, are organizing a youth aviation club for children of rank-and-file members.

Preliminary aviation ground subjects, including meteorology, naviga-

Pat Olivo, shipping department employee of Gilbert Plastics, chats with Teamster Business Agent Marie Kemple. No beefs here, or at 12 other plants she visits.



Teamster BA Marie Kemple prepares for flight instruction in off hours. She'll team with other Local 97 officers to conduct aviation classes for children of Local 97 members.



tion, parts of the ship and their functions, will be taught at the union's headquarters in Newark.

BA Kemple still spends her summer vacation at her mother's home at Budd Lake where for six years she was a professional life guard.

Sing her praises and Mrs. Kemple laughs it off and says:

"You should meet my brother. He's a research staff physician for the United Nations. Presently in Rome, he will leave soon for extended work in India."

Dr. Johnston, no doubt, is a star in the family, too, but to Teamster's Industrial and Allied Workers Union No. 97, Mrs. Kemple is an important part of the team which goes about the daily business of representing its members for better wages, hours, and working conditions.

Bobbie Called Naive on Civil Rights

Attorney General Bobbie Kennedy recently was described by James Baldwin, a novelist and civil rights leader, as a person naive in the civil rights field.

Baldwin said he was shocked to learn first-hand of this face of the Kennedy Administration following a meeting between Bobbie and a dozen Negro cultural and educational leaders.

The meeting was held secretly at the request of the attorney general. Its purpose, Baldwin and the others were told, was to discuss racial segregation and the possibility of racial strife in the north.

Instead, Baldwin discovered, the meeting concentrated on what Bobbie and his big brother, JFK, could do to "make clear" their civil rights position.

Baldwin said that when a freedom rider, Jerome Smith, proposed that President Kennedy personally escort Negro students into the University of Alabama, the attorney general "just laughed."

Baldwin explained: "He (Bobbie) said it would be just the same as making a speech. He didn't get the point at all."

Washington D. C. Local 639 Trucks Aid to Greenwood

Teamster Local 639 and Joint Council 55 in Washington, D. C., have come to the aid of the Washington, D. C. chapter of the Student Non-Violent Action Group in transporting drugs, food, and clothing to destitute Negroes in Greenwood, Mississippi.

The Teamster aid follows a pattern of assistance being given by many affiliates of the International Union to groups gathering relief supplies for Negroes suffering from economic reprisals in LeFlore County where they have tried to register to vote.

LeFlore County is the birthplace of the infamous White Citizens Council.

When the Student Non-Violent Action Group contacted Charles Bell, president of Joint Council No. 55, they found a willing helper who promised a truck and drivers to transport the supplies to Greenwood.

The two drivers were Julius C. Randolph, vice president of Local 639, and Lloyd Turner, Local 639 member.

Randolph reported that the people in Greenwood greatly appreciated the supplies, but because they have been cut off from state welfare for six months, they are in desperate need of food.

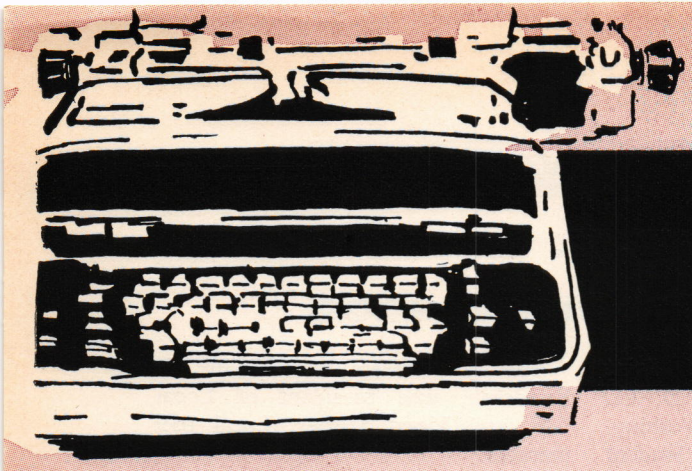
Supplies hauled by Teamsters Randolph and Turner were collected by the members of the Non-Violent Action Group in the Washington, D. C. community.

Numerous other Teamster local unions have volunteered time and effort to alleviate the suffering of Negroes in LeFlore County.

The first to respond was Local 89 in Louisville, Ky. The local union supplied drivers and bought the gasoline for a company-donated truck to ship in two tons of food and clothing.



Another load of food, drugs, and clothing has been hauled into Greenwood, Mississippi by Teamsters, this time with Local 639, Washington, D. C., supplying the truck and drivers. Pictured here upon the return of the truck from LeFlore County where Negroes are suffering severe economic reprisals for attempting to register to vote are (left to right) Lloyd Turner, Local 639 member; George Sims, member of the Non-Violent Action Group and a student at Howard University; Julius C. Randolph, vice president of Local 639; and Charles Bell, secretary-treasurer of Local 639 and president of Teamster Joint Council 55.



FOR YOUR INFORMATION

. TEAMSTER PRESIDENT James R. Hoffa, in testimony before the Bonner Committee on the question of compulsory arbitration for the maritime industry, pointed out that seven million Americans are living on the cornmeal and beans of surplus food handout. Two-fifths of the nation are living in poverty or deprivation. Ten and one-half million families have family incomes of less than $4,000 a year. Four million single people have less than $2000 a year. In California alone, the governor has pointed out that one person in four is living on the borderline of poverty.

"I submit that the problems of the American economy can be and must be solved not by choking free collective bargaining, but by encouraging and strengthening it," Hoffa declared.

. A LABOR mediator-arbitrator who had a big hand in the long and thorny New York newspaper and East Coast dock strike sees no need for a new law making arbitration compulsory to prevent work stoppages in privately owned industries. He is Theodore W. Kheel, a persuasive, 48-year-old New York lawyer and one of the country's ace labor peacemakers.

Kheel is known to have close ties with the top echelon of the Kennedy administration. He says: "Free collective bargaining is solving 99.9 per cent of labor-management problems without strikes. Any kind of law imposing compulsory arbitration to forestall work stoppages in the remaining one-tenth of the one per cent could destroy the values of collective bargaining without necessarily solving the hard-core problems.

"Besides, it wouldn't work. Compulsory arbitration is a gimmick that would sweep the real problems under the rug," said Kheel who said he feels such a law not only would strip labor of its democratic right to strike, creating deep resentment among workers, but it would also pose far more and knottier problems for management than "any possible relief from work stoppages it might prevent."

. SUPPORT MOUNTS in congress for a resolution aimed at halting uncontrolled railroad mergers. A joint resolution would "temporarily suspend the authority of the Interstate Commerce Commission to approve consolidations, unifications, or acquisitions of control of railroad properties."

Says the resolution, in part, there is now "an intensive struggle" between dominant regional railroads to gain control of other railroads in order to strengthen their own position "without consideration of the effects on small and weaker railroads," or on the welfare of the public, small business, shippers, and industries in the respective areas.

. RECENTLY in London, unemployed Britishers battled with police for three hours before Parliament. In France, Lorraine miners clashed violently with gendarmes as the mine strike lagged on. But here in the United States where jobless figures listed unemployed at 6.1 per cent of the work force, jobless workers remain silent. There are a few mass protests and no violence. Britain's unemployed represent only 3.1 per cent of the work force, but is expected to be a big factor in the next election. Whether U.S. jobless will be politically potent in 1964 against President Kennedy and his New Frontier remains to be seen.

WHAT'S NEW?

Airless Spray Gun Easy on Draw

A Texas firm is offering an airless spray gun that features an extremely light trigger action, even for pressures up to 3500 psi. The no-drip head assembly produces a full-feathered spray pattern which permits proper overlapping in spraying. It is available in two models for standard airless application and for heated recirculating systems.

• • •

Engine Tune-up Portable, Self-powered

A self-powered portable engine tune-up unit is being marketed that requires no electrical connection. Hookup is made with just two leads. The unit performs seven tests in proper sequence, including: point condition, cam angle, coil, distributor caps, rotor, ignition wiring, carburetor adjustment, cylinder balance, battery, starter, alternator, generator and regulator.

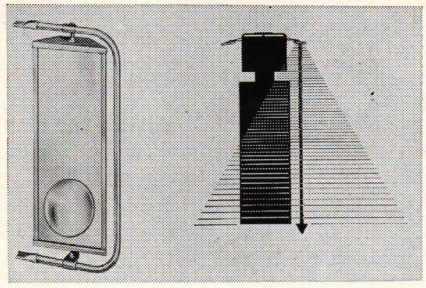
When the meter dial is rotated through these seven steps, proper test circuits are completed internally. Colored zones with "go-no go" readings indicate acceptable performance limits. The total weight of the unit is only 8½ pounds and it operates from a standard 9½-volt, radio-type battery.

• • •

Date and Time Marked With Clock-Time Stamp

A remarkably handy portable desktop unit marks both date and exact time of arrival on orders, invoices, instructions and other forms. The time stamp is operated by a slight downward pressure on the inkpad base. The date is changed manually by turning a wheel. A clock operates the time unit, indicating the hours and minutes. It is an attractive addition to a desk and eliminates the need for another desk clock.

Rear View Mirror Called Real Boon



Obstacles out of range of standard rear view mirrors have always been a plague to truck drivers. Back-up accidents, scraping obstacles when turning in the yard or those involving that little sports car that invariably appears "out of nowhere" when the driver attempts to turn or change lanes can now be eliminated with a new convex panoramic mirror just under 4 inches in diameter, which contains an adhesive back and can be positioned on the lower portion of the truck's rear view mirror. No tools are required and installation can be effected in half a minute by merely stripping the wax paper off the back of the mirror and pressing it to the position desired on the regular mirror.

Many fleet operators, bus companies, school districts and military installations have reported an almost immediate lessening of back up and side-swipe accidents with the use of this device. At a quick glance the driver gets a wide angle view, even the rear wheels are visible, and yet is not deprived of the use of the standard rear view mirror.

• • •

Alkaline Cleaner Removes Rust, Paint

From a Fort Worth firm comes an alkaline cleaning chemical that contains a special agent for removing rust, paint and petroleum-based soils from ferrous metals. The compound is designed for use in an immersion tank or spray machine.

• • •

Automatically Calls Police, Fire Department

An electronic alarm is now available that telephones the police or fire department in case of a fire, burglary or other disaster automatically. Within 15 seconds from the time the unit senses the emergency, prerecorded voice messages are phoned to the police or fire department, as required. Utilizing automatic direct dialing and voice communication, the unit can incorporate any presently known sensing device.

• • •

Snap-Ring Pliers In Wide Range

A new line of snap-ring pliers with interchangeable tips is being offered which features both internal and external types that permit easy removal and installation of snap rings. Each has four sets of tips to provide a wide range of applications.

• • •

Secure Mobile Equipment With Theft-Proof Lock

New on the market is a theft-proof locking cable for mobile equipment. A combination of hardened, flexible cable and a padlock, the cable is more compact and convenient than chains for securing such items as tailgates, road equipment, storage bins, etc.

• • •

Seatbelt Retracts When Not in Use

The answer to unsightly seat belts on the seat when not in use is a retractable seatbelt system that is hidden from sight. When the seatbelt is not in use, the device pulls the slack portion of the belt under the seat so that only the buckle ends are seen.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington 18, D. C.

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.

LAUGH LOAD



Grasping

File Clerk: "For the life of me, Minnie, I can't see why you won't marry Charlie. The boss says he has a great future in the company . . . and he seems like such a nice boy, too!"

Maintenance Steno: "To tell you the truth, I won't even date him again. He's the type who spends a dollar to take you to a movie—then spends the rest of the evening trying to squeeze it out of you!"

●

Reasonable Excuse

Officer: "You are under the influence of liquor. Otherwise you would never have run off this broad highway into the ditch."

"No Sir, it was dark, and you see I was following this here white line along the road, and this white line turned out to be a skunk."

●

No Variety Show

A drunk on the cruise stood looking through a porthole the entire afternoon and finally mumbled, "What a lousy television show!"

●

Doesn't Matter

Larry: "Louise, I must marry you."

Louise: "Have you seen my father?"

Larry: "Often, but I love you just the same."

●

Vital Instrument

One night I called my wife a terrible cook. She yelled, "What do you mean by that?" and hit me over the head with her can opener.

Thrift Note

"Sufferin' Catfish," groaned the man in the front, "you cut the line every time you get a fish in the boat."

"Why not?" demanded the woman in the back seat, "you'll find all the hooks when you clean them, Honey."

●

Federal Case

The other day a friend of mine named Harry walked into a cigar store and said to the salesgirl, "I'd like to buy a carton of cigarettes."

The salesgirl smiled, said, "There are so many brands. Which one would you like?"

My friend, Harry, thought for a moment, then mentioned a particular brand, whereupon the following conversation took place.

Salesgirl: Do you want the soft pack or the crush-proof box?

Harry: Soft-pack.

Salesgirl: King-size or regular?

Harry: King-size.

Salesgirl: Filter-tip or plain?

Harry: Filter-tip.

Girl: Menthol or mint?

Harry: Menthol.

Girl: Cash or carry?

Harry: Forget it . . . I've broken the habit.

●

Plain to See

Mary: "John, dear, I'm going to appear in an amateur theatrical. What do you think the folks would say if I wore tights?"

John: "That I married you for your money."

●

Tolled Out

The dilapidated old car wheezed up to the toll gate.

"Seventy cents," said the attendant.

"Sold," answered the driver wearily.

●

Right Place

"Hell," said Satan, as he answered the telephone.

Coasting

Old Jed, who lived pretty far up the mountainside, got word through the grapevine that there was a special delivery letter awaiting him at the foot of the mountain. Jed started down to get his mail. About half way down the steepness of the slope forced him into a trot. "Look at Jed," said one of his cronies lounging nearby. "Too lazy to hold back."

●

Odd Character

Gracie Field's favorite story is the tale of the man bending his elbow at the bar when another chap strolled in and ordered a glass of root beer. He sipped it thoughtfully, paid the bartender, walked up one wall of the pub, across the ceiling, down the opposite wall, and out the door. The startled patron eyed his drink.

"This is my first one, isn't it?"

"Yes, sir," replied the bartender.

"Then I must have seen what I thought I saw."

"Oh, yes sir. Odd fellow, that. Comes in every evening. Most peculiar, really. He never says 'Goodnight'."

●

Shocking

A trucker was sent a telegram informing him that his ticket had won $100,000 in a big sweepstake. He happened to be at home nursing heart trouble, and his wife opened the telegram. Fearing the sudden news might cause a fatal shock to her husband, she asked the family doctor to dinner and requested him to impart the good tidings with professional tact. After dinner the doctor drew his patient to one side.

"How's tricks?" the doctor began.

"Things could be better, I could use a few hundred dollars," said the trucker.

"Well," smiled the doctor, "you have a sweepstake ticket. What would you do if you won a thousand dollars?"

"Nobody ever wins," the man answered with a sigh. "But if I won I would send my family to the seashore and pay my debts."

"What would you do if you won a hundred thousand?"

The man looked up. "Doctor," he said solemnly, "I swear I would give you half of it."

The doctor gasped, opened his mouth, and dropped dead.

FIFTY YEARS AGO
in Our Magazine



Some Random Quotes From the June, 1913, Issue of Teamster

"In Chicago 15 or 20 of the business agents start out in the autos about 12:30 a. m. They visit the unfair employers who are unwilling to sign agreements with the local unions, especially in the milk business and then in the bakery business. We refer here to the small dealers who have one or two men working for them. Within five minutes after their visit to many of those small dealers there is an agreement reached. When nine or 10 business agents drop off around 2 o'clock in the morning in front of a small dairy or small bakery the employer is rather inclined to do business. It is a new system that has been employed and it is working very successfully. The General President while in Chicago recently made one of those expeditions with the officers of the bakery wagon drivers and the milk wagon drivers for the purpose of obtaining an insight as to the work accomplished by the officials in Chicago. It is useless to say that he was much surprised at results, and words cannot express the impression made upon him as a result of this experience, and it is almost impossible to explain the good results that obtain to the local unions in this present system of organizing."

• • •

"Americans seem to be singularly sensitive to the harm that the use of alcohol drinks inflict.

Alcohol is a poison; and the stimulation that it produces is one form of its activity. If continued, the exhilaration will break down tissue, and may result in dementia, mania, loss of speech, paralysis, dissolution, disease and death.

There are human bodies which, instead of throwing off alcohol that is taken into the system, seemingly catch and retain it. There are traps in the tissues that hold the toxin; and instead of getting rid of it, these traps set up a fever, a thirst, a vain unrest, and a mad desire for more drink.

Nature seems to think that if she can get enough drink into the man the organs of elimination will act.

The drink bill of the world is the greatest tax that humanity suffers. But the worst is not in the cost of the stuff originally, but in the loss of power which its use entails.

The chief incentives to indulge in strong drink arise from imperfect nutrition, loss of sleep and lack of exercise in the open air. These things bring about a condition where worry becomes a habit, and drink follows in a search for relief."

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"The eighth wonder of the world—the most mysterious human being alive—is the wage worker who will not join the union of his craft.

He can offer no good reason for not joining.

In most instances he doesn't pretend to have a reason for remaining outside of the ranks.

Many unions have already doubled the wages of their members during the past 15 years.

The best workmen in all crafts are union men.

But what in heaven's name are you going to do if you don't join the union of your craft? Beefsteak is out of sight now and still going up in price. Your wages remain stationary or go down.

How else are you to keep up with the general tendency to higher prices for food and clothing and labor except by organizing, as all men of common sense have done and we are doing?"

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"On the first day of June our treasury showed a balance on hand of $100,000. At last, we have reached that much coveted goal. At last, we have reached the position where we can say, we are now competent of protecting our local unions throughout the country financially in case they become involved in trouble with their employers. Let us hope that our treasury will never again run below that mark."

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"Teamsters and carriage drivers of America today believe absolutely in the necessity of motor vehicles to take the place of horse power. First, because of the increased traffic of our country; second, because of the fact that our present situation demands the change, and, third, because we believe in time the motor power vehicle will have a tendency to relieve the strain of the men employed in this particular business of handling passengers and merchandise in our great industrial centers throughout the nation.

Undoubtedly the public is somewhat prejudiced against the motor power vehicle for many reasons, but principally because of the number of accidents resulting from this change in our American life. It is always hard to educate the world to an immediate change; to educate the people to the necessity of a change, and against every improvement, invention or progressive move made by the people there is always considerable opposition."

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"I wish to express my appreciation of your reference to the magazine and the neglect of local secretary-treasurers to see that the members are in possession of the valuable information which this Journal affords. It is a poor excuse for a secretary-treasurer to say, "Oh, they don't read it anyway." Better that many receive it who may not read it than that one who is willing and anxious to do so should be deprived of the opportunity. Let the members demand their rights in this respect; but in the meantime let them do their own part, as you say, and keep the officers informed of any change in their address and not condemn the secretary-treasurer for their own neglect. But, that your criticism is in many cases deserved is the fact that I have known of members who have more than once asked to have the magazine sent to them and whose requests have been neglected."

• • •

"The Truck Drivers' Union of Rochester, Local No. 304, after a short strike, lasting only a few hours, gained a wonderful victory; an increase in wages averaging about two dollars a week, a shortening of working hours daily and practically a union shop agreement. Organizer Ashton assisted the officers of the local union in handling the situation. As a result they have added to their membership several hundred members."

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"We would be pleased to have the secretary of your local union correspond with us each month through the columns of the magazine. An exchange of opinion from the different locals describing conditions existing would be educational and beneficial to our membership in other sections. Writing for publication is all practice. If you decide to write a letter for the Journal, write on one side of the paper only, in a clear and distinct manner. Let us hear from you. The sooner the better."



It's Vacation Time...

take SAFETY with you!